



DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
450 110<sup>th</sup> Avenue NE, P.O. BOX 90012  
BELLEVUE, WA 98009-9012

## DETERMINATION OF NON-SIGNIFICANCE

**PROPONENT:** Pine Forest Properties, Inc.  
Tiffany Brown, Burnstead Construction Company, 206-454-1900x234

**LOCATION OF PROPOSAL:** 1415 and 1445 120<sup>th</sup> Avenue NE

**DESCRIPTION OF PROPOSAL:** Master Development Plan (MDP) approval to redevelop 8.35 acres in the Bel-Red Subarea from office/industrial/warehouse use to a mixed-use transit-oriented development. This mixed-use development will contain office space, neighborhood retail space, residential units, underground parking, open space/plazas and new road and utility infrastructure. Proposal includes demolition of three existing buildings (131,574 sq. ft.) on three parcels and construction of six buildings over three phases of development. Approximately 889,200 sq. ft. will be constructed along with approximately 1,394 parking stalls. This total includes approximately 458,000 gross square feet of office, 431,200 gross square feet of residential (435 units), 6,000 gross square feet of neighborhood retail and 509,250 gross square feet of parking. At full build-out the project is expected to house approximately 608 residents and 2,551 office workers and retail employees. The buildings range from 6 to 9 stories in height. The application does not include Design Review approval for any individual buildings. Design Review for individual buildings will occur under separate permits.

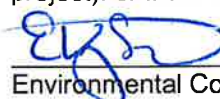
**FILE NUMBERS:** 13-113123-LP

**PLANNER:** Laurie Tyler, Senior Planner

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on \_\_\_\_\_.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **7/12/2018**
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on \_\_\_\_\_. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

 For Carol Hagan 6/20/18  
Environmental Coordinator Date

### OTHERS TO RECEIVE THIS DOCUMENT:

- ☒ State Department of Fish and Wildlife / [Stewart.Reinbold@dfw.gov](mailto:Stewart.Reinbold@dfw.gov); [Christa.Heller@dfw.wa.gov](mailto:Christa.Heller@dfw.wa.gov);
- ☒ State Department of Ecology, Shoreline Planner N.W. Region / [Jobu461@ecy.wa.gov](mailto:Jobu461@ecy.wa.gov); [sepaunit@ecy.wa.gov](mailto:sepaunit@ecy.wa.gov)
- ☒ Army Corps of Engineers [Susan.M.Powell@nws02.usace.army.mil](mailto:Susan.M.Powell@nws02.usace.army.mil)
- ☒ Attorney General [ecyolyef@atg.wa.gov](mailto:ecyolyef@atg.wa.gov)
- ☒ Muckleshoot Indian Tribe [Karen.Walter@muckleshoot.nsn.us](mailto:Karen.Walter@muckleshoot.nsn.us); [Fisheries.fileroom@muckleshoot.nsn.us](mailto:Fisheries.fileroom@muckleshoot.nsn.us)

*Sam Tyle*

City of Bellevue Submittal Requirements

27

## ENVIRONMENTAL CHECKLIST

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service). ..

### INTRODUCTION

#### Purpose of the Checklist:

The State Environmental Policy Act (SEPA), Chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

#### Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

**Use of a Checklist for Nonproject Proposals:** *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

For nonproject actions, the references in the checklist to the words project, applicant, and property or site should be read as *proposal, proposer, and affected geographic area*, respectively.

**Attach an 8 ½" x 11 vicinity map which accurately locates the proposed site.**

LT  
6/2818

Received  
DEC 04 2017  
Permit Processing

### BACKGROUND INFORMATION

Property Owner: Pine Forest Properties, Inc.

Proponent: Pine Forest Properties, Inc.

Contact Person: Tiffany Brown

(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 11980 NE 24th Street, Suite 200, Bellevue, WA 98005

Phone: (425) 454-1900 ext 234

Proposal Title: Pine Forest Properties Transit Oriented Redevelopment

Proposal Location: 1415 and 1445 120th Avenue NE. NE Spring Blvd. and 120th Avenue NE intersection.  
(Street address and nearest cross street or intersection) Provide a legal description if available. See attached.

Please attach an 8 ½" x 11" vicinity map that accurately locates the proposal site. See attached.

Give an accurate, brief description of the proposal's scope and nature:

1. General description:  
Demolition of three existing buildings on three parcels. Construction of six buildings totaling approximately 889,200 gross (approximately 765,784 net) square feet of building area, 1,385 underground parking stalls and associated site amenities and improvements.
2. Acreage of site:  
The proposed project site is 8.35 acres.
3. Number of buildings to be demolished:  
Three (3) buildings will be demolished; there are no residential dwelling units on the property.
4. Number and type of buildings to be constructed:  
Six (6) buildings will be constructed, including four residential and two office buildings. Office buildings and one residential building will include a portion of the ground floor in retail use.
5. Square footage of buildings to be demolished:  
Approximately 131,574 gross square feet.
6. Square footage of buildings to be constructed:  
Approximately 889,200 gross / 765,784 net square feet over three phases, including:
  - 353,584 net square feet residential (four buildings total). Approximately 437 units @ 810 NSF / du.
  - 412,200 net square feet office (two buildings total)
  - 6,000 net square feet ground floor retail within two office buildings and one residential building
  - 509,250 gross square feet structured below-grade parking (three garages total)
7. Quantity of earth movement (in cubic yards):  
Approximately 170,000 cubic yards will be excavated from the site.
8. Proposed land use:  
Residential, office and some minor commercial/retail space

Estimated date of completion of the proposal or timing of phasing: **Subject to change**

Phase 1 could commence as early as 2019, pending coordination with City of Bellevue and Sound Transit regarding construction of the East Link light rail line and work on the 120<sup>th</sup> Avenue NE and NE Spring Blvd roadway improvements.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

It is anticipated that this project will be completed in three phases, all of which are detailed and included in this proposal.

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

An FEIS for the Bel-Red Corridor Project was issued by the City of Bellevue in July of 2007. The FEIS designates a Preferred Alternative, identified by the Bel-Red Steering Committee in May 2007, which would increase density in the western half of the Bel-Red Corridor in three closely spaced development nodes at the future East Link Light Rail stations. The project area is within a transit node as identified in the Preliminary Preferred Alternative of the FEIS (Figure 1-2).

An FEIS for the Citywide 2009-2020 Transportation Facilities Plan update was issued by the City of Bellevue in March 2009.

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

Sound Transit has adopted the East Link Light Rail alignment plans that require acquiring Pine Forest property from the north parcel. The City of Bellevue has adopted the Bel-Red Subarea Plan and Transportation Improvement Plans that include a widened 120<sup>th</sup> Avenue NE and a new NE Spring Blvd. These new and expanded roadways will require acquiring additional property from the north and eastern portions of the Pine Forest property. The City of Bellevue has approved the Master Development Plan (MDP) for the neighboring Spring District.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.

Master Development Plan approval; Design Review approval; Clearing and Grading Permit; Developer Extension Agreements; Fire Sprinkler and Alarm System Permits; ROW Use Permit; Building Permits

Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):

- Land Use Reclassification (rezone) Map of existing and proposed zoning
- Preliminary Plat or Planned Unit Development
- Preliminary plat map
- Clearing & Grading Permit
- ✓ Plan of existing and proposed grading
- ✓ Development plans
- Building Permit (or Design Review)
- ✓ Site plan
- Clearing & grading plan
- Shoreline Management Permit
- Site plan

## A. ENVIRONMENTAL ELEMENTS

### 1. EARTH

- a. General description of the site **Flat** **Rolling** Hilly Steep slopes Mountains Other
- b. What is the steepest slope on the site (approximate percent slope)?  
10 percent. The site generally slopes up to the north.
- c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.  
The site is expected to be underlain by dense to very dense glacial till at a depth between 15 and 20 feet. Above the glacial till is expected to be a thin layer of soft silt and clay. Fill materials and other silty sand are expected in the upper layers. Soils are classified as Tukwila muck and Alderwood gravelly sandy loam by the US Dept. of Agriculture.
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.  
Lake Bellevue is south of the project site, across NE 12th Street. Lake Bellevue has peat soils underlain by the same layer of dense to very dense glacial till. Surface improvements, such as parking lots constructed on hog fuel, show signs of settlement around Lake Bellevue.
- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.  
The project area will be excavated to construct underground parking garages and other improvements. It is estimated that approximately 170,000 cubic yards will be removed. Some minor amounts of fill materials may be imported for landscaping and constructing other improvements.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.  
Soil erosion could occur from clearing and construction operations during redevelopment. Exporting excavated soil could also increase the potential for erosion. Erosion can be prevented and/or controlled by implementing erosion control measures and Best Management Practices during construction. Stormwater can be collected and treated on-site prior to discharge.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?  
Approximately 75 percent of the redeveloped site will be covered with buildings, asphalt and other impervious surfaces.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:  
Whenever possible, earthwork related construction should proceed during the drier periods of the year. Disturbed areas should be revegetated as soon as possible. Temporary erosion control plans and measures should be implemented during construction activities until permanent erosion control measures are established. All site construction activities will conform to the City of Bellevue standards and conditions and Best Management Practices. Exported materials could be used as fill for the City of Bellevue road improvement projects in the vicinity to reduce impacts.

### 2. AIR

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.  
Redevelopment of the site will include demolition of existing structures and infrastructure and construction of new

buildings and other site improvements. Construction will require the use of heavy trucks, excavators, graders and pavers along with a range of smaller equipment such as generators, pumps and compressors. The Bel-Red Corridor FEIS predicts an increase in carbon monoxide of approximately 40 percent over the No-Action Alternative, and emissions of particulates would increase by about 30 percent. The FEIS states these emissions are not expected to violate air quality standards.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No off-site sources of emissions or odor are anticipated.

- c. Proposed measures to reduce or control emissions or other impacts to the air, if any:

Construction contractors would be required to comply with PSCAA regulations to minimize dust emissions. Demolition contractors would be required to comply with EPA and PSCAA regulations related to the safe removal and disposal of any hazardous materials. Construction contractors would have to comply with PSCAA air emission regulations. Construction contractors will utilize Best Management Practices for control of dust, air and odor emissions and particulates.

### 3. WATER

- a. Surface

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No surface water bodies exist on the site. A small drainage course exists on the east side of NE 120th Street, across from the site. This surface water drains to Lake Bellevue. It is anticipated that the City will provide the appropriate treatment of this surface water with the 120th Avenue NE street improvement project. Lake Bellevue is south of the site, across NE 12th Street.

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If Yes, please describe and attach available plans.

The project site is within 200 feet of the two water bodies described above. Except for the construction work for the site redevelopment, no other work is proposed within 200 feet of the described waters by the property owner.

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge materials will be placed in or removed from surface waters or wetlands as a result of the proposed project on the proposal site. The drainage course noted above will be addressed as part of the City's 120<sup>th</sup> Avenue NE roadway improvement project.

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The proposed project will not require surface water withdrawals or diversions. The project will convey surface water to its natural historic discharge location, matching existing drainage patterns.

- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

According to FEMA Flood Insurance Rate Maps, Community Panel number 53033C0656K, the project site is not within the 100-year floodplain.

- (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Stormwater from rooftops and roadways will be collected, treated and conveyed through approved systems that connect to the City public stormwater system. No waste materials will be discharged to surface waters from the proposed project.

b. Ground

- (1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.

The proposed project does not involve withdrawals of or discharges to groundwater. Proposed excavation depths may intrude into the historic groundwater elevations. Permanent dewatering of the office parking garage may be necessary during construction.

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The proposed project does not include the discharge of waste materials into the ground from septic tanks or other sources. The residences, offices and commercial/retail space with the development will be connected to the City public sewer system.

c. Water Runoff (Including storm water)

- (1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff will be generated by rooftops, driveways and roadways. This runoff will be collected, treated, and will outfall to City facilities and Lake Bellevue by means of an approved drainage system designed in accordance with the Stormwater Management Manual for Western Washington and City of Bellevue stormwater regulations. Impervious surface area will be reduced. Compared to existing conditions, water quality will be improved.

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

It is not anticipated that waste materials will enter ground or surface waters associated with this proposal.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

The proposal will comply with all applicable requirements of the Drainage Design & Erosion Control and applicable stormwater manual. To reduce the amount of stormwater runoff, natural drainage practices will be implemented, including rain gardens and pervious concrete where appropriate. Internal, private roadways are narrower than standard street sections, reducing the use of asphalt pavement and therefore reducing runoff. During construction, contractors will be required to have a Spill Prevention Control and Countermeasure and a Stormwater Pollution Prevention Plan in place. Stormwater systems will be designed and operated in accordance with relevant standards, codes and requirements and will be treated prior to discharge into an approved public stormwater system. Impervious surface area will be reduced from existing conditions. Compared to existing conditions, water quality will be improved.

Future projects subject to Utility Code BCC 24.06 and any required utility permits.

#### 4. PLANTS

- a. Check or circle types of vegetation found on the site:

Deciduous tree: alder, maple, aspen, other: Typical urban landscaping around the perimeter and within parking lots

Evergreen tree: fir, cedar, pine, other: Typical urban landscaping around the perimeter and within parking lots

Shrubs: Typical urban landscaping around the perimeter and within parking lots

Grass

Pasture

Crop or grain

Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

Water plants: water lily, eelgrass, milfoil, other

Other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

The majority of the existing vegetation on site will be removed with the proposed redevelopment. Existing vegetation consists of typical urban landscaping consisting of deciduous and conifer trees, shrubs and groundcovers in parking lots and landscaping abutting public streets.

- c. List threatened or endangered species known to be on or near the site.

There are no threatened or endangered species known to occur on or near the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

There is limited vegetation currently on the site. Future landscaping will provide significant landscaping along public streets, especially NE 12th Street. The open space areas in the project also provide areas for significant urban landscaping utilizing native species.

## 5. ANIMALS

- a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds, other: typical urban birds such as robins, crows, sparrows, etc.

Mammals: deer, bear, elk, beaver, other: typical urban mammals such as squirrels, etc.

Fish: bass, salmon, trout, herring, shellfish, other: None.

- b. List any threatened or endangered species known to be on or near the site.

There are no threatened or endangered species known to occur on or near the site.

- c. Is the site part of a migration route? If so, explain.

Yes, however, most of Western Washington is generally located in the Pacific Flyway for migratory waterfowl.

d. Proposed measures to preserve or enhance wildlife, if any:

Future landscaping with native species will provide opportunities for small urban animals, such as squirrels and native birds.

## 6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy need? Describe whether it will be used for heating, manufacturing, etc.

The development will require electricity and natural gas energy for heating / cooling associated with residential, office and commercial / retail uses.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Due to the topography around the site and the separation by the BNRR railroad, East Link and other public rights-of-way, the proposal will not likely affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of the proposal? List other proposed measures to reduce or control energy impacts, if any:

The proposal is being designed to encourage multi-modal transportation and leverage the location adjacent to the East Link light rail station. This will reduce the amount of fossil fuels used for transportation. Proposed measures may include maximizing natural light, using ENERGY STAR™ approved appliance and water conserving fixtures, increased insulation in roof and walls and other common and appropriate measures. All buildings will be constructed in accordance with International Building Codes and Washington State Energy Code standards.

## 7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

As with all sites, there may be a risk of spills during construction.

(1) Describe special emergency services that might be required.

The need for special emergency services is not anticipated with this proposal.

(2) Proposed measures to reduce or control environmental health hazards, if any.

Spill Prevention and Control Plans will be utilized by contractors working on-site during construction. OSHA regulations will be adhered to by the contractor during construction. All demolition and disposal of hazardous materials will be done in accordance with federal, state and local regulations.

b. Noise

(1) What types of noise exist in the area which may affect your project (for example, traffic, equipment, operation, other)?

Noise from nearby roadways exists, including freeways I-405 and SR-520 and major arterial NE 12th Street. Noise from these facilities and other surrounding uses is standard and will not affect the proposal.

(2) What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example, traffic, construction, operation, other)? Indicate what hours noise would come from the site.

**Future construction noise will be limited to the City's Noise Ord. BCC 9.18**

During the phasing of development, the site will produce short-term construction noise. The Bel-Red Corridor FEIS states that long-term noise impacts would be similar to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development. Noise would predominately be generated during normal business hours and be in conformance with BCC 9.18.

(3) Proposed measures to reduce or control noise impacts, if any:

Short-term noise impacts will be controlled by observing regulated construction hours of operation as approved by the City of Bellevue in conformance with BCC 9.18. The contractor will be required to keep all machinery in good working condition. The contractor will employ Best Management Practices to control noise from their activities.

## 8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?

The site is currently used for professional office and warehouse uses. To the north is an automobile dealership. To the east is the Spring District, which is currently used for warehouse, storage, manufacturing, distribution and accessory uses and for which a MDP has been approved by the City of Bellevue. To the south is Lake Bellevue, a mix of residential, office and commercial uses. To the west is the old railroad right-of-way, beyond that is smaller medical office uses.

b. Has the site been used for agriculture? If so, describe.

Prior to the 1960's when Safeway became the first urban user, the Bel-Red Corridor area was used for agricultural production. It is unknown if the proposed site was used for agriculture.

c. Describe any structures on the site.

The south parcel has three (3), one and two story office buildings with a total combined footprint of approximately 74,311 square feet and a total gross square footage of 131,574 square feet.

d. Will any structures be demolished? If so, what?

All existing buildings on the proposed site will be demolished as part of the site redevelopment. The buildings will remain operational until demolition.

e. What is the current zoning classification of the site?

The site is currently zoned BR-OR-2 and is within residential development node 2.

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation is BR-OR-2

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

No.

i. Approximately how many people would reside or work in the completed project?

Based on an average of 1.6 persons / unit, the proposal will house approximately 550 people. Based on an average of 3 workers per 1,000 square feet of office and retail, the project will employ 1,236 people.

j. Approximately how many people would the completed project displace?

The proposal will not displace any residents as there are no residences on the site currently. The current tenants of

the site may employ up to 395 people based on the average of 3 workers per 1,000 square feet of office / warehouse use. These workers will be displaced as the buildings are demolished.

- k. Proposed measures to avoid or reduce displacement impacts, if any:  
The applicant is not proposing any measures to avoid displacement impacts. In the Bel-Red Corridor FEIS, the City considers potential mitigation for the displacement of industrial workers to include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:  
This proposal is compatible and conforms to the City's existing Comprehensive Plan and the FEIS for the Bel-Red Corridor Project. Alignment with these plans ensures compatibility with existing and projected land uses and plans. Any future development that may be proposed within the Bel-Red Corridor and/or the affected geographic area would be reviewed for compliance with existing regulations in place at the time of the application.

## 9. HOUSING

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.  
The proposal will construct approximately 353,584 net square feet of residential floor area. Using an assumption that units will average 810 square feet per unit, this will create approximately 437 residential units. Units will generally be priced at levels consistent with the current market. The Amenity Incentive System requires the first 1.25 FAR above the base of 1.0 FAR be earned through affordable housing. If rental, affordable housing will be provided at 80 percent median income; if ownership, affordable housing will be provided at 100 percent median income. Actual number of units will depend on how the Amenity Incentive System is used.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.  
The proposal will not eliminate any existing housing units as none are currently on-site.
- c. Proposed measures to reduce or control housing impacts, if any:  
The proposal will not have an impact on existing housing units and no housing impact reduction or control is necessary.

## 10. AESTHETICS

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?  
Because the proposal is for a MDP, the building design for the proposal is incomplete. Land use zoning (BR-OR-2) on the site allows a base building height of 45 feet and a maximum height of 125 feet for buildings that participate in the FAR Amenity System, BCC 20.25D.090. The proposal will conform to the Bellevue Land Use Code. There are no building materials proposed to date. The future building designs will be required to submit for administrative design review approvals at which time the exterior building materials will be evaluated for conformance with current code regulations.
- b. What views in the immediate vicinity would be altered or obstructed?  
The BelRed Corridor FEIS included a view/visual analysis component (Appendix C). The analysis found that taller buildings on the ridgetop location of The Spring District would be prominently visible from several public vantage points. From City Hall and the western terminus of the SR-520 Trail at NE 24<sup>th</sup> Street, these buildings would intersect the distant ridge lines but would not block significant views, such as Mount Rainier. Closer to the transit node, at the public vantage points on BelRed Road and on 124<sup>th</sup> Avenue NE, the buildings would be prominent but

Individual  
Design Review  
applications  
required for  
each phase of  
development.

would not block significant views. The project site is significantly lower in elevation than The Spring District at the southern end and building heights are 25 feet lower, so any view or visual impacts will be greatly reduced. The project site will be at a similar elevation at the intersection of NE Spring Blvd and 120<sup>th</sup> Avenue NE with The Spring District. Since the proposed Pine Forest MDP building height is 25 feet lower than The Spring District, the view or visual impacts will be less than The Spring District.

c. **Proposed measures to reduce or control aesthetic impacts, if any:**

Streetscapes, buildings, and open space views and connections have been carefully considered during this phase of the site development planning. Approximately 25% of the overall project area will be dedicated to open space, park and landscaping. Specific measures to reduce or control aesthetic impacts will be considered when building designs are completed and approved by the City of Bellevue through the design review process.

## 11. LIGHT AND GLARE

a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

New residences and businesses along with street lighting and traffic on the roadway network will increase light and glare at night.

b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

It is not anticipated that light or glare from this proposal will be a safety hazard or interfere with views.

c. **What existing off-site sources of light or glare may affect your proposal?**

There are no known off-site sources of light or glare that would affect the proposal.

d. **Proposed measures to reduce or control light or glare impacts, if any:**

Exterior lighting will meet City design standards through administrative design review for each building. Future development will be subject to review under BCC 20.20.522. Dark sky compliant fixtures could be used to minimize light and glare from the proposal.

Future Design Review projects subject to Light and Glare requirements of LUC 20.50.522

## 12. RECREATION

a. **What designated and informal recreational opportunities are in the immediate vicinity?**

Wilburton Hill Park and Botanical Gardens and Kelsey Creek Park are located approximately a mile from the proposal site. Other parks and recreation facilities in the vicinity include Cherry Crest Mini Park, Highland Community Center, Glendale Country Club, and Hidden Valley Sports Park. The Spring District will create a new public park on its site.

b. **Would the proposed project displace any existing recreational uses? If so, describe.**

The proposal will not displace any existing recreational uses.

c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

The proposal will create public and semi-private open spaces for site users, residents, and the public. These will include several distinctive landscaped areas that will provide a varied and enriching pedestrian experience. Included in the proposal are large plazas, a network of connected landscape features, a natural pathway, and pedestrian-oriented, landscaped neighborhood streets.

## 13. HISTORIC AND CULTURAL PRESERVATION

a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

The Washington State Department of Archaeology and Historic Preservation online GIS map tool does not indicate there are any places or objects listed on any registers within the immediate vicinity of the proposal.

- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.  
None known.
- c. Proposed measures to reduce or control impacts, if any:  
The development will not have any impact on historical or cultural landmarks.

#### 14. TRANSPORTATION

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.  
The proposal site is currently served by NE 12th Street and 120th Avenue NE. When completed, NE Spring Blvd. will provide additional access to the site. Freeway access includes SR-520 located north of the site and I-405 to the west.
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?  
MT 226 stops at the corner of NE 12th Street and 120th Avenue NE. This stop serves Bellevue Transit Center, Eastgate Park and Ride and Crossroads. MT 234 and 235 stops at the corner of NE 12th Street and 116th Avenue NE. This stop serves Bellevue Transit Center, Kenmore, Kirkland and Totem Lake. King County Rapid Ride B-Line is located on NE 8th Street and serves Bellevue Transit Center, Crossroads, Redmond Transit Center and Overlake.
- c. How many parking spaces would be completed project have? How many would the project eliminate?  
At full build-out, the proposal will include approximately 1,385 parking spaces. The southern parcel has approximately 305 parking spaces which would be eliminated by the redevelopment proposal.
- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).  
The proposal will include the addition of one private road classified as a local street internal to the development. The proposal will coordinate with planned improvements to 120th Avenue NE to provide frontage improvements at access points. The City acquired much of the northern parcel for the East Link light rail project and NE Spring Blvd improvements.
- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.  
The proposal does not directly use water, rail, or air transportation. Water or air transportation are not in the immediate vicinity of the site. The western property line is shared with the Eastside Rail Corridor, which the East Link light rail line will utilize for a portion of their alignment. The 120th Avenue East Link station is in the immediate vicinity of the proposal site.
- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.  
The completed project at build out is estimated to generate 3,965 net new weekday daily vehicle trips, with 413 trips during the AM peak hour (250 entering, 163 exiting), and 425 trips during the PM peak hour (162 entering, 263 exiting).
- g. Proposed measures to reduce or control transportation impacts, if any:  
The Bellevue City Code (BCC 14.60.070) establishes transportation management program requirements that will apply to development within the proposal site. Specific plan elements will be developed as part of the

administrative design review for each phase and building.

As a transit-oriented development, there will be additional measures such as signage for non-motorized travel modes and marketing activities to promote vehicle trip reduction within the District. The City's Bel-Red Corridor FEIS proposes King County Metro Route 233 be routed along NE Spring Blvd through the proposed redevelopment, further increasing public transit options.

With the addition of the Sound Transit East Link Light Rail, vehicle trips will decline as residents, employees and visitors take advantage of the proximity of light rail. The development focuses on pedestrian connections to increase accessibility to the East Link Station.

The non-motorized experience will include a comprehensive sidewalk and trail system, including wide sidewalks, pedestrian plazas, shared use lanes, bicycle lanes and through-block pedestrian connections. The pedestrian/bicycle trail that currently terminates near the proposal site will be extended along NE 16th Street, further increasing non-motorized options for residents and employees within the District.

New traffic associated with the development is expected to impact offsite transportation facilities during the AM and PM weekday peak hours. The City of Bellevue has identified roadway improvements needed to support the Bel-Red Corridor Plan vision and to accommodate the Sound Transit East Link project.

Roadway improvements nearby the Pine Forest Properties Transit-Oriented Development include:

120th Avenue NE project (PW-R-164) – Segment 2 and 3 includes improvements to 120th Avenue NE between NE 8th Street and Northup Way. This roadway improvement project is adjacent to the east property line of the proposal site. This project will include an enhanced intersection with the new proposed NE Spring Blvd to accommodate the proposed alignment of Sound Transit's East Link light rail route. The roadway cross section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The 120th Avenue NE Improvements project in association with the extension of NE 4th Street, the planned extension of NE 6th Street, the planned NE Spring Blvd/16th Street multi-modal corridor, and improvements to 124th Avenue NE will support increased connectivity between Downtown Bellevue, the new Bel-Red transit-oriented development node, and the Overlake regional growth centers. The new route will provide an alternate to and relieve congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians and bicycles. This widening project, identified in the City's Bel-Red Corridor FEIS, will accommodate increased density and vehicle trips associated with new development nodes in the corridor, including the Pine Forest Properties Transit-Oriented Development.

124th Avenue NE project – the project includes improvements to 124th Avenue NE between the planned NE Spring Blvd / 16th Street and Northup Way by widening to a four lane arterial with a two-way left turn lane, sidewalks and landscaping. This project is expected to be complete during Phase 2 of The Spring District development.

NE Spring Blvd / 16th Street project – Segment 1, Zone 1 of the project is adjacent to the Pine Forest Properties Transit-Oriented Development north property line. This roadway project starts at 116th Avenue NE and will eventually connect to NE 20th Street. This project will need to acquire additional right-of-way from Pine Forest Properties to accommodate the planned roadway improvements. The roadway cross section will consist of four travel lanes, including two travel lanes in each direction. A sixteen (16) foot multi-purpose path is planned on the north side of the roadway. The south side would have a six (6) foot sidewalk and both sides will have curb and gutter. There will be a four (4) foot landscaping strip between the roadway and multi-purpose path to provide separation. The NE Spring Blvd / 16th Street Multi-Modal Corridor Project is one of several high-priority transportation improvements that resulted from the Bel-Red Corridor plan to address residential and commercial

growth anticipated in the Bel-Red and Wilburton areas.

## 15. PUBLIC SERVICES

- a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

There will be an incremental increase in demand for all public services including additional students for local schools.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Increases in the tax base for the City and other taxing districts providing services will offset the additional incremental demand generated from the proposal.

## 16. UTILITIES

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, cable, septic system, other.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

City of Bellevue water and sewer utilities will be extended to service the demands generated by the proposal. Telephone, cable, internet services could be provided by either CenturyLink Communications or Comcast Corporation. Electricity and natural gas will be provided by Puget Sound Energy. The Bel-Red Corridor FEIS predicts that demand for utilities would increase substantially over the No-Action Alternative; however, the increases are not expected to result in the need for significant capacity increases by utility providers.

## SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature Harold Monny

Date Submitted December 1, 2017



**City of Bellevue  
Development Services Department  
Land Use Staff Report**

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**Proposal Name:** Pine Forest Master Development Plan

**Proposal Address:** 1425, 1445, 1215 120<sup>th</sup> Avenue NE

**Proposal Description:** Application for Master Development Plan approval to demolish three existing office buildings, located over three parcels, and construct 2 office and 4 residential buildings, totaling approximately 889,200 gross square feet. Proposal includes ground level retail spaces, 1,394 underground parking stalls and associated site amenities and infrastructure improvements. The project limit is 8.43 acres and is located within the BR-OR-2 Land Use District.

**File Numbers:** 13-113123-LP

**Applicant:** Pine Forest Properties, Inc.

**Decisions Included:** Master Development Plan and SEPA Determination

**Process:** Process II, (LUC 20.35.200)

**Planner:** Laurie Tyler, Senior Planner, 425-452-2728

**Threshold Determination:** State Environmental Policy Act (SEPA):  
Determination of Non-Significance with incorporation by reference of the Bel-Red Corridor Project Draft and Final Environmental Impact Statements issued July 19, 2007

 FOR  
\_\_\_\_\_  
Carol V. Helland, Environmental Coordinator  
Development Services Department

**Director's Decision:** Approval with Conditions  
Michael A. Brennan, Director  
Development Services Department

  
\_\_\_\_\_  
By Elizabeth Stead, Land Use Director

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Application Date: 4-23-2013  
Completeness Date: 5-14-2013  
Notice of Decision Date: 6-28-2018  
Appeal Deadline: 7-12-2018 at 5pm

For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the DR decision within the noted comment period for a SEPA Determination. Appeals must be received in the City Clerk's Office by 5 pm on the date noted for appeal of the decision.

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## CONTENTS

I.	Proposal, Phasing & Review Process .....	Pg. 3
II.	Site Context, Zoning & Description .....	Pg. 6
III.	Consistency with Land Use /Zoning Requirements.....	Pg. 12
IV.	Public Notice and Comments.....	Pg. 21
V.	Technical Review.....	Pg. 24
VI.	State Environmental Policy Act (SEPA).....	Pg. 32
VII.	Changes to Proposal Due to City Review.....	Pg. 36
VIII.	Decision Criteria.....	Pg. 37
IX.	Decision.....	Pg. 41
X.	Conditions of Approval.....	Pg. 41

Attachments:   A - Environmental Checklist  
                      B - Project Plans  
                      C - Pine Forest Traffic Study, dated November 20, 2017  
                      D – Republic Services Approval Letter  
                      E – Pine Forest Amenity Fee-In-Lieu Letter

## I. PROPOSAL, PHASING & REVIEW PROCESS

### A. Proposal

The applicant requests Master Development Plan (MDP) approval and a Threshold Determination under the State Environmental Policy Act (SEPA) to demolish approximately 131,574 square feet of existing office buildings, located over three parcels, and construct a transit-oriented development, consisting of 4 residential buildings (435 units) and 2 office buildings, including ground level retail spaces, totaling approximately 889,200 gross square feet. Above and below grade parking garages would accommodate approximately 1,394 parking stalls for the development. Other site improvements include construction of new internal private roadways, utility infrastructure, site landscaping, outdoor plaza areas and street frontage improvements.

The applicant has identified four goals for the Pine Forest Transit Oriented MDP:

1. Establish the entrance and identity for the new Bel-Red Corridor incorporating the East Link Spring District/120<sup>th</sup> Light Rail Station and NE Spring Blvd.
2. Connect to the future East Link Spring District/120<sup>th</sup> Light Rail station on 120<sup>th</sup> Avenue NE.
3. Create a complementary project to Downtown Bellevue.
4. Create a distinct and livable residential community.

The Pine Forest Transit Oriented MDP is part of a larger vision within the Bel-Red Corridor to create a new Eastside community that complements the downtown and provides a new sustainable vision of urban living and working. A primary feature of this MDP will be its proximity to Sound Transit's future East Link Spring District/120<sup>th</sup> Light Rail station, which is currently under construction. East Link will provide transit connections between Downtown Bellevue, Bel-Red



and the Bellevue-Redmond border. The Spring District/120<sup>th</sup> Light Rail station is proposed within The Spring District, directly north-east from the project site, and is targeted to open in 2023. Construction of this transit-oriented development will further the viability and vitality of the light rail station by locating high density uses near a station. This MDP will also anchor the gateway into the Bel-Red Corridor at the intersection of NE 12<sup>th</sup> and 120<sup>th</sup> Avenue NE, integrate and complement the adjacent Spring District MDP, and assist in creating an identifiable and memorable place next to a new East Link Light Rail station.

In addition to the four goals identified by the applicant, a few key project elements include:

- Limited Surface Parking – Limited surface parking is proposed as part of the MDP to support the goals of a transit oriented development. Street parking is shown around the internal street network. All remaining vehicular parking is located above or below grade.
- Pedestrian and Vehicular Circulation within the Site – A major design goal is to create a highly walkable urban experience within the project and to provide alternative pedestrian connections. The proposal provides clear pedestrian and vehicular connections within the interior and to the exterior of the site. Sidewalks are provided along the interior private streets, along with landscaped plazas, open spaces and a pedestrian trail around the development. These contribute to a desirable pedestrian experience with a variety of settings and textures.
- Public Open Space – It is important to provide a variety of public open spaces through the development. At the corner of NE Spring Boulevard and 120<sup>th</sup> Avenue NE, a gateway plaza will support ground floor retail and public gathering, as well as incorporate a public art feature. **Refer to Section X for Condition of Approval regarding The Integration of Art.** An additional plaza to the south of the gateway plaza will provide opportunities for activation with outdoor dining, retail sales and public art. A pedestrian friendly access street between buildings B and D for the three western residential buildings will provide a forecourt and entry to the buildings, while allowing for passive outdoor space. Other open space features for the development include a nature trail, residential terraces, and an ADA accessible connection from 120<sup>th</sup> Avenue NE.

The Master Development Plan process is a mechanism by which the City can ensure that site development, including structure placement, vehicular and pedestrian mobility and necessary amenities are developed and phased to conform to the terms of the Land Use Code and other applicable City codes and standards. The applicant has requested a ten-year vesting period for this MDP. This application does not include Design Review approval for any individual buildings. Design Review will occur under separate applications, and will include separate project level threshold determinations under the State Environmental Policy Act (SEPA). In addition, the MDP is binding and runs with the land. Therefore, the approved MDP will be required to be recorded with King County. **Refer to Section X for Conditions of Approval regarding Future Design Review and Construction Plans, Project Level Environmental (SEPA) Review and Recording of Master Development Plan**

## **B. Phasing Plan**

Development of the site is planned to occur in three (3) phases of development, over a period of 10 years, with an integrated sequence of infrastructure and building development. Any proposed changes to this phasing plan must be reviewed and approved through the MDP modification process. **Refer to Section X for Condition of Approval regarding Vested Status of Master Development Plan.**

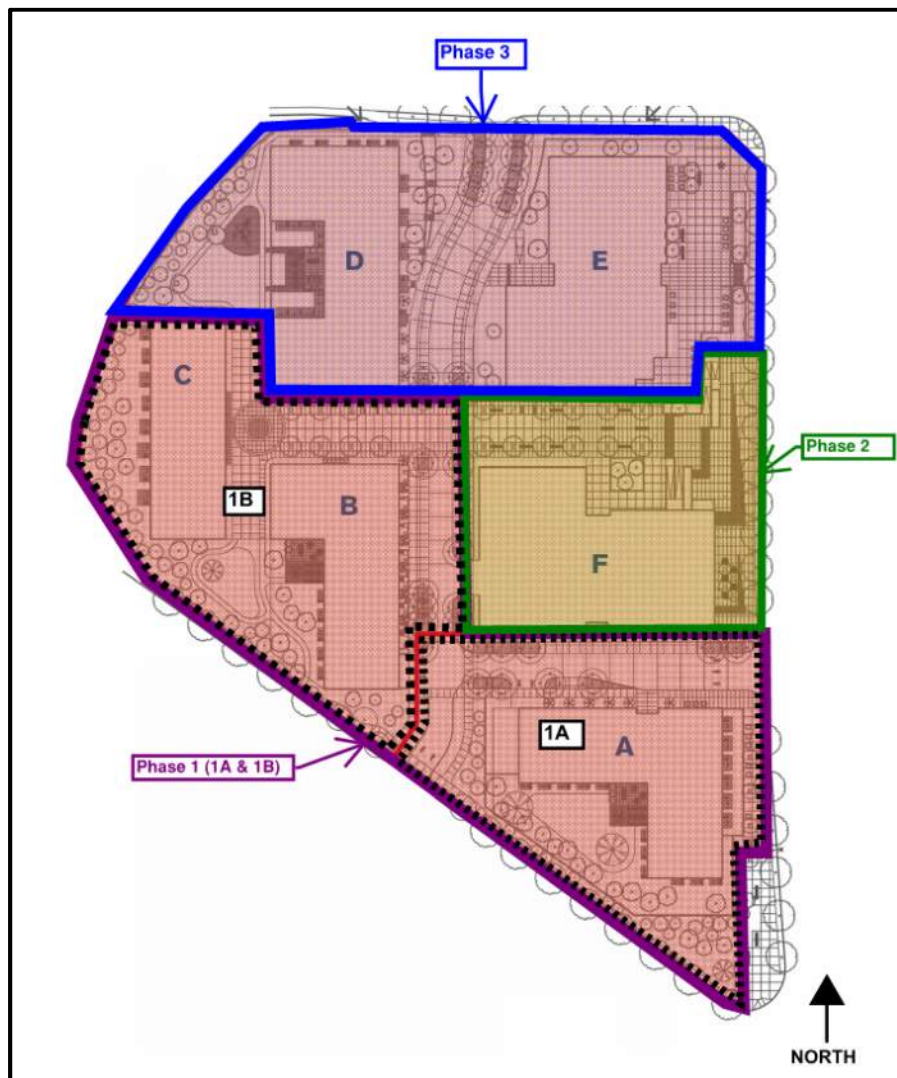
**Phase I** includes demolition of two buildings and the construction of three residential buildings (Bldgs. A, B & C) totaling 291,000 gross square feet. Two underbuilding parking garages with approximately 334 parking stalls would be constructed to serve these residential buildings. Building A would contain ground floor retail along 120<sup>th</sup>

Avenue NE. Phase I might be split in two separate sub-phases, such as Phase 1A and Phase 1B.

**Phase II** includes an 207,200 gross square foot office building (Bldg. F) which will contain a portion of ground floor retail, and a 168,138 square foot underbuilding/underground parking garage for approximately 380 parking stalls. A mid-block pedestrian connection to 120<sup>th</sup> Avenue NE would be constructed as part of this phase.

**Phase III** includes a 252,000 gross square foot office building (Bldg. E), which will contain ground floor retail, and a 138,000 gross square foot residential building (Bldg. D). Parking will be provided by expanding garage 3 under Phase II by 152,771 square feet to the north, for an additional 508 parking stalls. Garage 2, which is to be constructed in Phase I or IB, would also be expanded by 73,660 square feet, resulting in an additional 172 parking stalls. Refer to Parking Plan within the attached plan set documents.

### Conceptual Phasing Plan



To ensure that each phase of development can meet applicable zoning requirements, access and circulation requirements, and not result in excess parking per phase, the proposed project phasing for this MDP is required to be developed in numerical sequence with Phase 3 being the final phase of construction of the MDP. In addition, each phase of development must demonstrate full compliance with the Land Use Code requirements at the time of Design Review application. It should also be noted that no phase of development can rely on improvements in future phases of development. **Refer to Section X for Conditions of Approval regarding MDP Phasing Plan, Transportation Infrastructure and Street Development Requirements and Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of 20.25D & MDP Conditions of Approval.**

### **C. Review Process**

A Master Development Plan application is a Process II application (LUC 20.35.200) with an administrative decision made by the Director of Development Services (LUC 20.30V). The SEPA Threshold Determination is also a Process II decision, with an administrative decision by the Environmental Coordinator. Appeals are heard and decided by the Hearing Examiner for Process II applications.

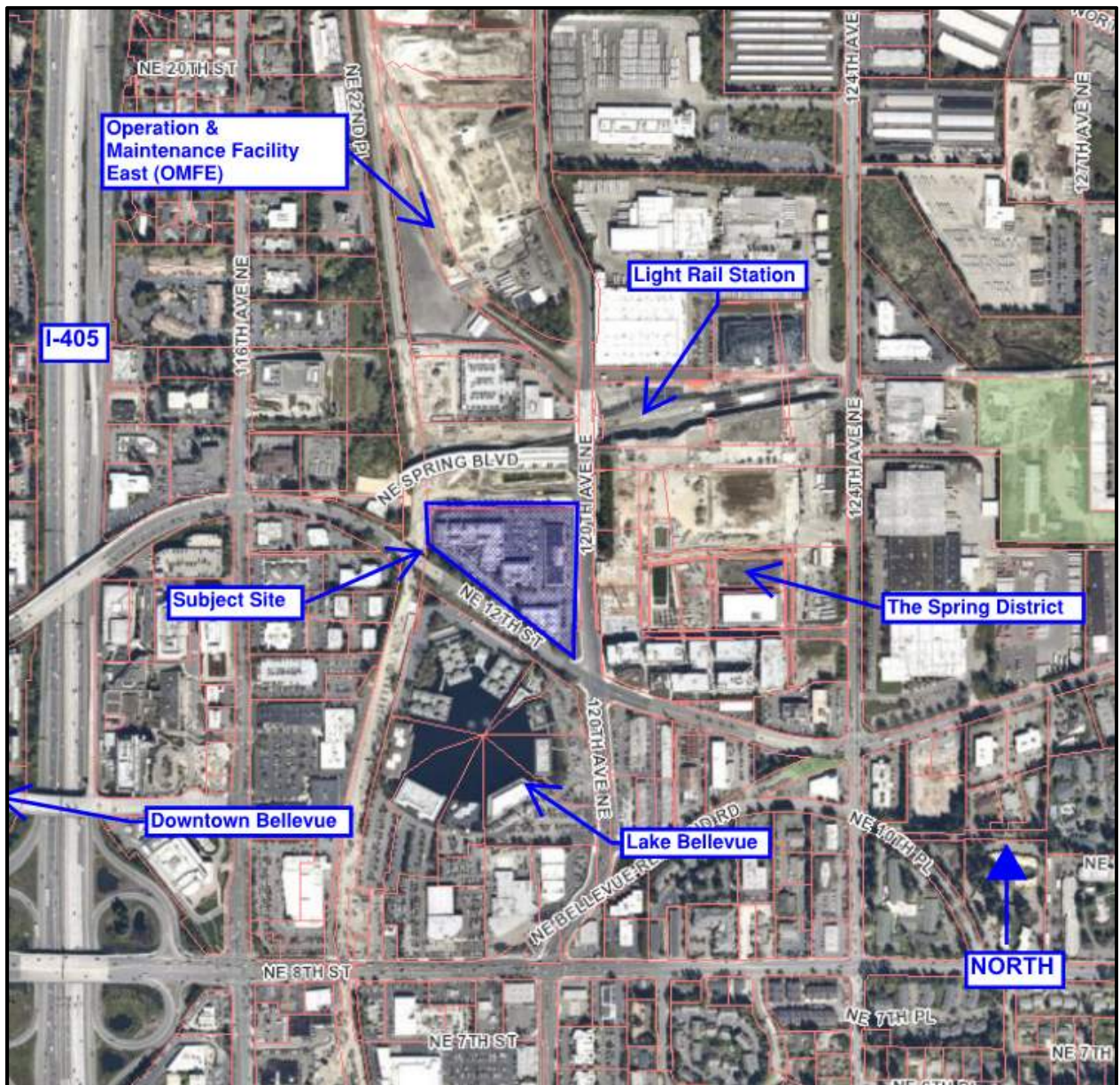
Any modification or addition to this MDP approval shall be reviewed and approved as either a new MDP or as a Land Use Exemption, per LUC 20.30V.160. Any modification of the project must be reviewed for consistency with the MDP intent as stated in this report. Conditions of Approval run for the life of the project. **Refer to Section X for Condition of Approval regarding Modification to the Master Development Plan.**

## **II. SITE CONTEXT, ZONING & DESCRIPTION**

### **A. Site Context**

The Pine Forest development is located within the Bel Red Corridor, just north of Lake Bellevue and south of the proposed East Link Light Rail Operation and Maintenance Facility East (OMFE). The site is bordered by NE 12<sup>th</sup> Street to the south, 120<sup>th</sup> Avenue NE to the east, NE Spring Boulevard to the north, and the East Link Light Rail line to the west. State Route 520 is approximately 0.3 miles to the north, and Interstate 405 is approximately 0.5 miles to the west. The site is currently improved with three office buildings and associated parking and landscaping. The northern half of the site is currently being used for construction staging for the proposed East Link Light Rail line.

### Vicinity Map



**Existing Condition: View Looking North-West from NE 12<sup>th</sup> St & 120<sup>th</sup> Ave NE**



**Existing Condition: View Looking South-West from 120<sup>th</sup> Avenue NE**



**Existing Condition: View Looking North from NE 12<sup>th</sup> Street**



## B. Site Description

The project site is triangular and has a sloping topography, with its highest point located at Spring Boulevard along the northern property line, and the lowest point at NE 12<sup>th</sup> Street to the south. Vehicular access into the development would continue from re-oriented driveway approaches on NE 12<sup>th</sup> Street (south) and 120<sup>th</sup> Avenue NE (east). A new driveway access point would be constructed at Spring Boulevard (north). Both internal roadways would be private, and would incorporate sidewalks, streetscape planters as well as on-street parking. Entrances into the below and above grade parking garages would occur at several locations, and all will be accessible from the private roadways only.

Pedestrian access will be provided throughout the site with connections to NE Spring Boulevard, 120<sup>th</sup> Avenue NE and NE 12<sup>th</sup> Street. Sidewalks along the private roadways will be provided, along with a perimeter pedestrian trail around the west side of the development and streetscape enhancements along all public streets. Proposed landscaped plazas and open spaces will also contribute to a desirable pedestrian experience with a variety of settings and textures. Public access easements and public access signage will be required during the review of each phase of development, where appropriate. **Refer to Section X for Condition of Approval regarding Public Access Signage.**

### Site Plan



The project site currently consists of three parcels addressed as 1425, 1215 and 1445 120<sup>th</sup> Avenue NE, which equates to approximately 11.54 acres. However, this will be reduced down

to 8.43 acres after property takings and right-of-way acquisitions are granted, as described below.

King Co. Parcel No.	Square Feet	Acres
109910-0005	238,097	5.47
109910-0001	5,366	.12
109910-0025	258,969	5.95

The northern parcel is approximately 5.47 acres and is currently used by the City of Bellevue for the construction of Spring Boulevard Zone 1, in addition to right-of-way for the East Link Light Rail line construction. Once construction is complete for both infrastructure projects, 1.82 acres of this northern parcel will be returned to Pine Forest for development of the MDP.

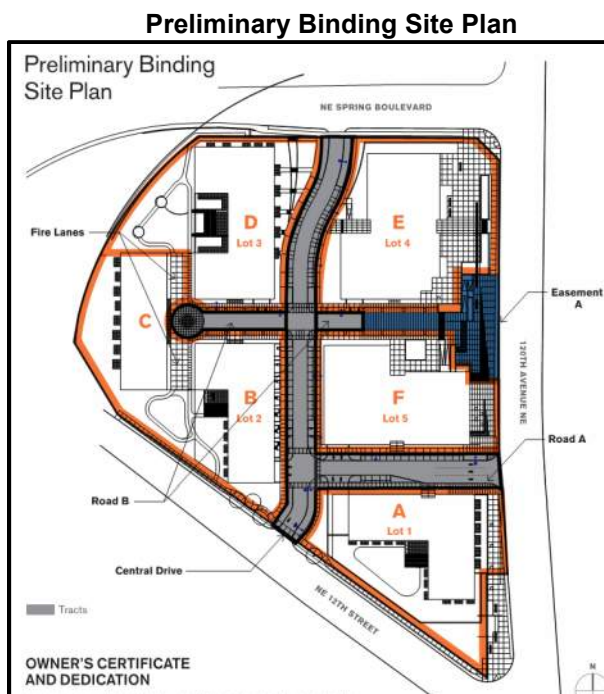
A small, narrow parcel lies between the northern and southern parcels, which is 0.12 acres, and has a width of approximately 11 feet. There is currently no building structures or parking on this linear parcel.

The southern parcel is approximately 5.95 acres in size and currently has three office buildings totaling approximately 131,574 gross square feet, with approximately 345 surface parking spaces surrounding the buildings. The proposed MDP site plan incorporates the following property line adjustments:

- City of Bellevue acquisition on the north property line for Spring Boulevard roadway improvements and Sound Transit East Link light rail alignment.
- Surplus City of Bellevue right-of-way acquisition on the south property line by Pine Forest along NE 12<sup>th</sup> Street. This area is approximately 0.54 acres.

Therefore, the total site after all takings and acquisitions will equate to 8.43 acres or 367,211 square feet.

To construct the proposed MDP, and to eliminate the construction of buildings over property lines, a Binding Site Plan is included with this proposal. Following approval of this MDP and prior to the construction of any phases of development, the finalized Binding Site Plan will need to be submitted and reviewed by City Staff and subsequently recorded with King County. **Refer to Section X for Condition of Approval regarding Binding Site Plan.** The Binding Site Plan is designed to locate internal surface roadways in Tracts, rather than in Easements. However, the Applicant intends to construct below-grade parking garages which will span beneath multiple lots and, therefore, also span beneath the surface roadway Tracts. The Applicant will be required to comply with the International Building Code (IBC), which is codified as Bellevue City Code Chapter 23.10, prior to City



approval allowing the below-grade garages to span beneath multiple Lots and the surface roadways. It is anticipated that Applicant will be required to record a single-site agreement in order to comply with the provisions of IBC Chapters 5, 6 and 7, which establish allowable building area, fire resistance ratings, protection of openings, and setback requirements from property lines.

### C. Zoning & Site Vicinity

The subject site is located within the Bel-Red Subarea and has a Comprehensive Plan designation of Bel-Red-Office/Residential-Node 2 (BR-OR2). The site is also zoned Bel-Red-Office/Residential-Node 2 (BR-OR-2). A node is an area or district where planned transportation facilities will support sufficient development intensity, amenities, recreation opportunities, and a mix of uses that foster a high level of pedestrian activity. The purpose of the BR-OR-2 land use district is to provide an area for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node, but outside the node's core. Building heights provide for a transition between the node's core and areas outside the node.

Adjacent development and zoning are as follows:

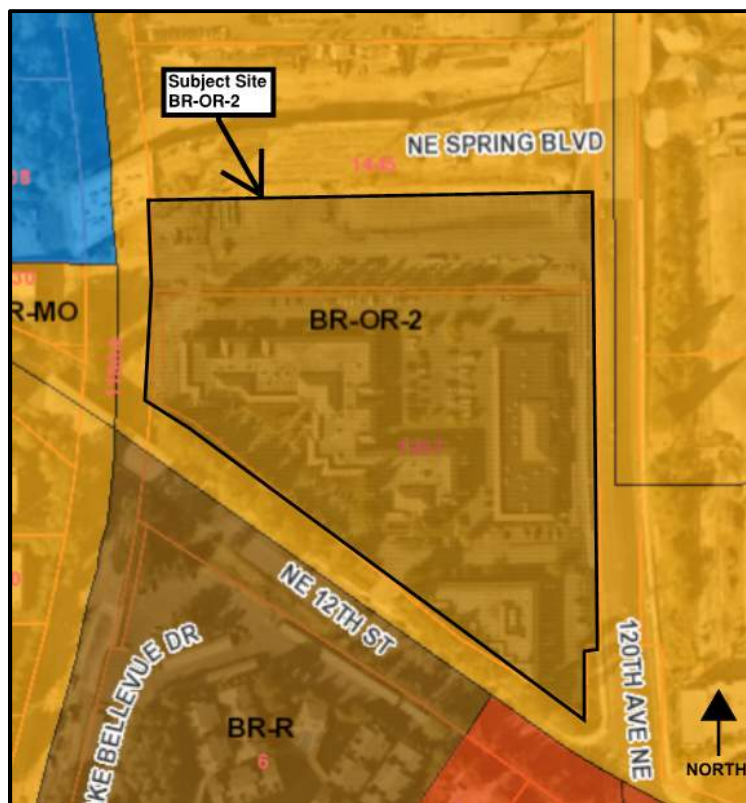
North: Spring Boulevard and AUDI Dealership (BR-OR-2)

South: Lake Bellevue Condominiums (BR-R) and The Crab Pot Restaurant (BR-GC)

West: East Link Light Rail line and General Office (BR-MO)

East: The Spring District MDP (BR-OR-1 and BR-OR-2)

**Zoning Map**



### III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

#### A. General Provisions of the Land Use Code

##### 1. Use

Uses are regulated by LUC 20.10.440 (Use Charts) and LUC 20.25D (Bel-Red Overlay District). The proposed multi-family residential, general office and retail/commercial development proposed as part of this MDP are permitted uses within the BR-OR-2 land use district. It should also be noted that per LUC 20.25D.080.A – Footnote 19, all new development located on any site greater than five acres and less than 30 acres in size on May 26, 2009 shall provide a minimum 20% of total project gross square footage as residential use. A phased development shall provide the proportional minimum of residential use per phase. The Pine Forest MDP will meet this requirement through the implementation of phasing in consecutive order (1-3) which will maintain a minimum of 20% residential uses at any given time during the development of this MDP. **Refer to Section X for Condition of Approval regarding MDP Phasing Plan.**

##### 2. Dimensional Requirements

All applicable dimensional requirements of the Land Use Code will be met. Refer to the following chart for specific information, as well as Conditions of Approval and the attached plans.

**Table 1**  
**Dimensional Requirements**

Item	Required	Proposed	Comments
<b>Land Use Designation</b>	Bel-Red OR-2	Bel-Red OR-2	
<b>Project Limit</b>	No minimum indicated	8.43 acres (367,211 sq. ft.)	
<b>Building Height</b> Land Use Code 20.25D.080.A	<b>BR-OR-2</b> Base=45'-0" Maximum=125'-0" Measured from Average Finished Grade (AFG)	Building Heights Vary 61' to 121'-6"	Meets Land Use Code requirements.
<b>Floor Area Ratio (FAR)</b> Land Use Code 20.25D.080.A  Footnotes: (4)(9)	Minimum 1.0 Maximum 4.0	Phase 1 FAR: 2.02 Phase 2 FAR: 3.06 Phase 3 FAR: 3.19  Total MDP FAR: 2.65	Participation in the Amenity Incentive System will be implemented during individual Design Review applications for each building/Phase. <b><u>Refer to Section X for Condition of Approval regarding FAR Amenity Incentive System.</u></b>

Item	Required	Proposed	Comments
<b>Front, Rear &amp; Side Setbacks</b> Land Use Code 20.25D.080.A	Front 0'-0" Subject to Footnotes: (2)(3)(5)	Proposed building locations are shown greater than 15-feet from the property line so that a building setback is not required, per footnote 2.	Landscaping will be required per 20.25D.110.B.3.d. Meets Land Use Code requirements.
	Rear 0'-0" Subject to Footnotes: (3)(7)(8)(10)(14)	Proposed building locations are shown greater than 25-feet from the property line so that a building setback is not required, per footnote 14.	Landscaping will be required per 20.25D.110.D Meets Land Use Code requirements.
	Side 0'-0" (3)(7)(8)(10)(14)	N/A until separate parcels are created	Landscaping will be required per 20.25D.110.D Meets Land Use Code requirements.
<b>Maximum Impervious Surface Area/Lot Coverage</b> Land Use Code 20.25D.080.A	Maximum 75% Footnote (6)	Existing = 83.5% (303,613 sq. ft.)  Proposed = 74.3% (270,018 sq. ft.)	The overall project will not retain any existing buildings. The maximum impervious surface/lot coverage is 75% MDP wide. <b><u>Refer to Section X for Condition of Approval regarding Impervious Surface/Lot Coverage.</u></b>
<b>Parking</b> LUC 20.25D.120.B.2	<u>Office Uses:</u> Minimum = 2.0 per NSF Maximum = 3.0/3.5 per NSF  <u>Residential Uses:</u> Minimum = 0.75 per unit Maximum = 2.0 per unit  <u>Retail Uses:</u> Minimum = 2.0 per NSF Maximum = 3.5 per NSF	Approximately 1,394 stalls are proposed for the entire MDP. Refer to page 49 of attached project book.	Parking will be calculated and reviewed for each building during design review for each phase of development. <b><u>Refer to Section X for Condition of Approval regarding Parking Requirements.</u></b>
<b>Recycling and Solid Waste Collection Areas</b> LUC 20.20.725	Each recycling and solid waste collection area shall meet minimum size requirements and be visually screened. Refuse and	Tentative recycling and solid waste locations have been identified within each structure as part of this MDP submittal.	Refuse and recycling areas will be confirmed with each Design Review

Item	Required	Proposed	Comments
	recycling areas may not be located within adjacent public/private streets or right of way.		application submitted per Phase of development. <b><u>Refer to Section X for Condition of Approval regarding Recycling and Solid Waste Collection.</u></b>
<b>Landscape Development</b> LUC 20.25D.110	Site Landscaping required per LUC 20.25D.110	Site plans and project renderings show conceptual landscape areas/designs at the MDP stage.	Site landscaping requirements can be met and will be confirmed during Design Review for each phase of development.
<b>Sign Master Plan</b> LUC 20.25D.150.F	A Sign Master Plan is required for the entire MDP project.	Not required at the MDP stage.	Sign Master Plan will be required with the first Design Review application or as a separate application prior to the first Design Review submittal. <b><u>Refer to Section X for Condition of Approval regarding Sign Master Plan.</u></b>
<b>Binding Site Plan</b> LUC 20.30V.140	The applicant may request approval of a Binding Site Plan with the MDP approval.	Applicant is preparing a Binding Site Plan submittal which must be recorded prior to Design Review approval of the first phase of development.	Required for sale or lease of lots/tracts. <b><u>Refer to Section X for Condition of Approval regarding Binding Site Plan.</u></b>

## B. Other Land Use Code Topics:

### 1. Floor Area Ratio (FAR) Amenity Incentive System

A development within a project limit may exceed the base FAR and base building height permitted pursuant to Chart 20.25D.080.A for development within a Bel-Red land use district only if it complies with the Amenity Incentive System requirements. In no case may the development within a project limit exceed the maximum floor area ratio permitted for the land use district, in this case BR-OR-2. In a multi-building development within a single project limit, amenities may be allocated among all buildings within the project limit; provided, that such allocation shall be approved by the Director through a Master Development Plan. If construction of the multi-building development is to be phased, no phase may depend on the future

construction of amenities. Therefore, each phase of development for this MDP application is required to provide amenities or choose to pay a fee-in-lieu of installation of amenities with each design review application for development.

The Bel-Red FAR Amenity Incentive System specifies tiers of amenities for residential and non-residential development. The applicant will be required to meet these amenity requirements based on building type and FAR proposed with each design review application. The applicant has prepared a preliminary phased FAR amenity table for the MDP with approximate square footage amounts for each amenity tier based on development type. This MDP is vested to the 2013 adjusted amenity fee-in-lieu rates that were in effect when this MDP application was submitted, as expressed in the attached Amenity Fee-in-Lieu Vesting letter (Attachment E).

**Refer to Section X for Conditions of Approval regarding Amenity Fee-In-Lieu Rates and FAR Amenity Incentive System.**

The proposal includes both residential and non-residential (office) buildings to be constructed within 3 phases of development. The proposed gross floor area for the residential portion of development is 413,952 sf, and the proposed gross floor area for the non-residential (office) portion of development is 440,832 sf. The Base FAR for BR-OR-2 is 1.0 and the Maximum FAR is 4.0. The FAR for each phase of development is proposed as follows:

Phase 1 FAR	2.02
Phase 2 FAR	3.06
Phase 3 FAR	3.19
Total MDP FAR	2.65

During design review for each phase of development, final review and calculation of the FAR amenity fee-in-lieu will occur and in-lieu fee's will be collected prior to building permit issuance. The applicant has demonstrated that the proposed development will be able to comply with all FAR requirements.

## **2. Parking & Loading**

This proposal promotes minimal surface parking throughout the development, with only a few surface parking stalls proposed along the internal private streets. Parking is primarily located within large below grade parking structures. The two southern most residential buildings (A & B) in Phase 1 will have exposed above grade parking structure along 120<sup>th</sup> Avenue NE and NE 12<sup>th</sup> Street, and the office building (Bldg. F) in Phase II north of Building A also having exposed underbuilding parking structure along both of the internal private streets. No parked cars or exposed sloped floors would be visible from these above grade parking garage structures, and these structures would be heavily landscaped or architecturally treated to minimize any visual impacts to pedestrians. Access to the below grade parking structures are approximately identified for each building within the MDP. Final access determination will occur during each phase of development though individual design review applications. **Refer to Section X for Condition of Approval regarding Above Grade Parking Structures.**

Parking is proposed to be phased to accommodate each building and then expanded as development progresses from south to north. Through development of each phase in consecutive order (1-3), no single phase of development will exceed the maximum amount of parking provided. As shown in the table below, the MDP proposes parking that will not go below the minimum required, nor exceed the maximum required. For a parking breakdown by

phase, refer to page 49 of the attached project book. Final parking calculations will occur during design review of each phase of development.

Use	Office NSF	Retail GSF	Dwelling Units	Parking Proposed	Required Parking Minimum	Required Parking Maximum
Residential			435	499	326	870
Retail		6,000		12	12	21
Office	412,200			883	825	1,236

Per LUC 20.20.590.K.4, an off-street loading space is required which can access a public street. The standard requirement for a loading space is 10 feet wide by 55 feet long. However, the Director may waive the loading requirement if the property owner demonstrates that the development will not have any loading needs. The proposed MDP does not address loading for the specific buildings, with the exception of Building F. The specifics of loading will need to be addressed in the design review application for each phase of development to comply with the land use code requirements. **Refer to Section X for Condition of Approval regarding Loading.**

### 3. Refuse and Recycling

The applicant has contacted Republic Services to perform a cursory review of the preliminary refuse collection locations for each building within the MDP. Republic Services has preliminarily approved the refuse and recycling locations; however, further refinement of these locations including height clearance of loading areas and the maneuvering of receptacles will need to occur during the individual design review applications for each building with the MDP. Of particular note, refuse and recycling containers will not be permitted to be placed within the internal streets and sidewalks for pick-up to prevent vehicular and pedestrian conflicts. Therefore, all refuse and recycling must be fully contained within each structure. Final design will need to be reviewed during each Design Review application by Republic Services to ensure compliance with their design standards. **Refer to Section X for Condition of Approval regarding Recycling and Solid Waste Collection.**

### 4. Addressing of Buildings

The applicant shall contact Jami Fairleigh, Information Technology Department, regarding the addressing of individual buildings. **Refer to Section X for Condition of Approval regarding Addressing of Lots, Buildings, Parcels and Tracts.**

### 5. Outward Focus of Buildings and Architectural Compatibility

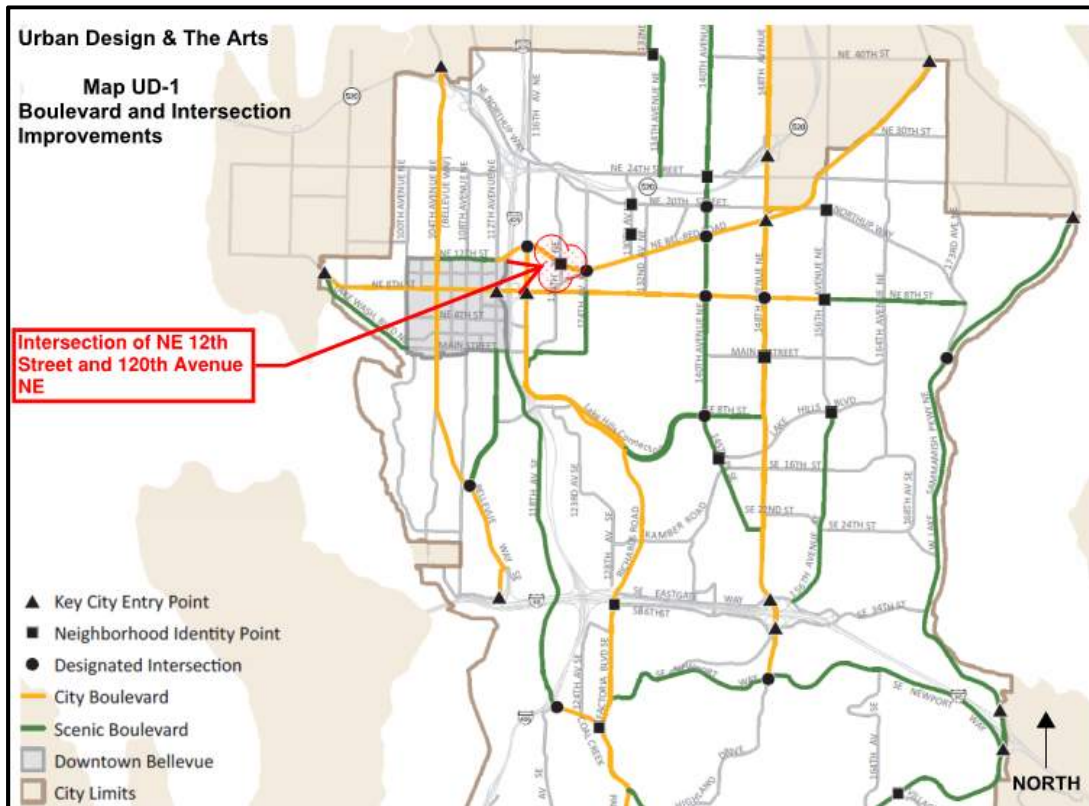
During the Design Review of individual buildings along the perimeter of the development (NE Spring Boulevard, 120<sup>th</sup> Avenue NE, NE 12<sup>th</sup> Street), the applicant shall provide building designs which convey an outward focus toward the city streets, as well as toward the interior of the development. The use of blank walls or flat, nondescript walls that are not articulated and include pedestrian scaled visual interest is not consistent with applicable design criteria. In addition, all buildings shall "fit" with their architectural surroundings and relate to the development context, and comply with all design standards and guidelines in the Bel Red section of the Land Use Code – 20.25D. **Refer to Section X for Conditions of Approval regarding Outward Focus of Buildings and Architectural Compatibility.**

## 6. Gateway

The Urban Design and Arts element of the City's Comprehensive Plan identifies a gateway/neighborhood identity point at the intersection of NE 12<sup>th</sup> Street and 120<sup>th</sup> Avenue NE. The proposed MDP includes a design for a 120<sup>th</sup> Street Plaza that includes seating adjacent to this intersection. As part of the construction of Phase 1 of the MDP, final design for a gateway/neighborhood identity point will need to be reviewed and approved as part of the design review for Building A, which is adjacent to this intersection. Appropriate characteristics of a gateway/neighborhood identity point include an expanded plaza, seating, weather protection, landscaping, lighting fixtures, wayfinding, decorative paving patterns and installation of a prominent crosswalk across 120<sup>th</sup> Avenue NE. **Refer to Section X for Condition of Approval regarding Gateway/Neighborhood Identity Point.**



Urban Design & The Arts Comprehensive Plan Map UD-1



### **C. Bel Red Street Development Standards – LUC 20.25D.140**

The Bel-Red street development standards are a hierarchy of emphasis and design treatment for public areas within the Bel-Red District. These standards ensure that a consistent, high-quality public realm is developed throughout the district, and that the unique qualities of Bel-Red are enhanced.

The proposal will be bordered by NE Spring Boulevard to the north, which is designated as a transit boulevard. The City is currently constructing NE Spring Boulevard (Zone 1) through a Capital Improvement Project (CIP) in anticipation of the future East Link Spring District/120<sup>th</sup> Light Rail station north-east of the site. In addition, the construction and widening of 120<sup>th</sup> Avenue NE which borders the east side of the development was recently completed under a separate CIP project. Future improvements to NE 12<sup>th</sup> Street by the City are not currently contemplated. Review of frontage improvements along each City right-of-way will occur during individual permit review by phase of development.

The proposed MDP is not required to comply with any of the Bel Red street development standards listed within this section of the code as the project area was not contemplated in this section of the Land Use Code. However, the private streets shown within the development are proposed to incorporate elements of the local and green street standards to the maximum extent feasible. While the private internal streets are not subject to the Bel Red street development standards, they are still subject to internal vehicular circulation requirements which are prescribed by land use, transportation and the fire department. Per LUC 20.20.590.K, internal vehicular circulation routes (aka internal circulation driveways) are required to provide a minimum 20-foot wide driveway for two-way traffic, which this application intends to meet. This is consistent with roadway width requirements for both transportation and fire.

### **D. Bel-Red Design Guidelines**

Per LUC 20.25D.150, each development within a Bel-Red land use district must comply with the provisions of the following Bel-Red Subarea Design Guidelines:

#### **Character and Site Guidelines**

1. Integrate the Natural Environment
2. Promote Architectural Compatibility
3. Establish and Strengthen Gateways
4. Protect and Enhance Surface Water Resources
5. Integrate Art

**Finding:** The proposed MDP is focused on providing seamless connections to the East Link Spring District/120<sup>th</sup> Light Rail station, as well as adjacent public rights-of-way. Overall site design includes open spaces comprised of hardscaped plazas utilizing high-quality materials, landscaping, pedestrian trails as well as residential amenity areas. The proposal aims to increase the overall amount of pervious surfaces throughout the site and utilize natural drainage techniques to the maximum extent feasible.

The site design addresses the gateway nature of the MDP by continuing and connecting to the relatively flat intersection of NE Spring Boulevard and 120<sup>th</sup> Avenue NE with an open plaza design that supports ground floor retail and public gathering. Further connections are provided through the site to NE 12<sup>th</sup> Street by providing additional plaza spaces and pedestrian connections. The Bel-Red Corridor Plan notes that the intersection of NE Spring Boulevard and 120<sup>th</sup> Avenue NE is a location for a district node or gateway. A detailed gateway design has not been provided with this application; however, the applicant anticipates coordinating with the City and the Spring District on any public art or other artistic elements that are planned for this location. The applicant will be required to install an art feature within the proposed plaza space to coordinate with the gateway feature design. **Refer to Section X for Conditions of Approval regarding Spring Boulevard Gateway and The Integration of Art.**



Individual buildings are sited to leverage the location adjacent to the proposed East Link Spring District/120<sup>th</sup> Light Rail station, north-east of the site, and to relate to buildings within the Spring District and the adjacent rights-of-way. Individual building designs are not contemplated at this time, but will be required for each Design Review submittal for each phase of development.

### **Pedestrian Emphasis Guidelines**

1. Define the Pedestrian Environment
2. Enhance the Pedestrian System
3. Protect Pedestrians from the Elements
4. Create a Variety of Successful Outdoor Spaces
5. Provide Places for Stopping and Viewing

**Finding:** A major design goal of the MDP is to create a highly walkable urban experience within the project and to provide alternative pedestrian connections from the East Link Spring District/120<sup>th</sup> Light Rail station through the site down to Lake Bellevue and areas to the south. This connection will complement the connection proposed through the Spring District to Lake Bellevue and provide meaningful open spaces for users, residents and visitors.

A proposed pedestrian “nature” trail will link the residential buildings from NE Spring Boulevard to NE 12<sup>th</sup> Street and 120<sup>th</sup> Avenue NE. This trail will be started in Phase 1 and will be fully completed in Phase 3. Along 120<sup>th</sup> Avenue NE, an ADA accessible and terraced pedestrian connection is designed to be open and inviting and will also provide a unique open plaza area for the development.

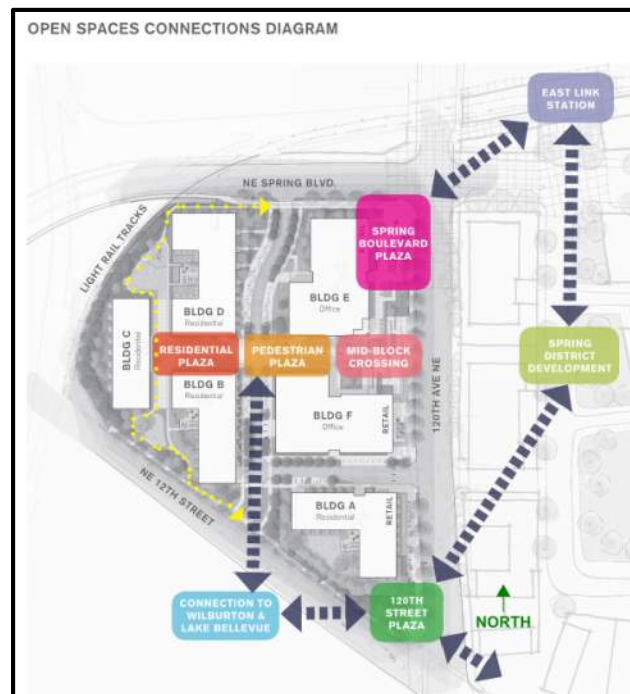
The private internal streets will be developed as green streets which include wide sidewalks that are bordered by streetscape landscape planters. Overall pedestrian protection will be addressed with each phase of development through individual building design review applications to ensure pedestrians are protected from the elements.

The MDP anticipates several plaza/open space areas throughout the development to serve both public and private interests. The proposed central pedestrian street will provide the forecourt and entry to three of the residential buildings (Bldgs. B, C and D) within the MDP and will act as a front yard for many of the residential tenants. In addition, three semi-private residential amenity areas will provide a quieter enclave for residents within the busy urban environment. The gateway plaza at NE Spring Boulevard and 120<sup>th</sup> Avenue NE, as well as the public office plaza just south of the gateway plaza also provide additional opportunities for outdoor space, outdoor dining, retail sales and public art.

### **Architectural Guidelines**

1. Encourage High Quality Materials
2. Provide Interesting Building Massing
3. Create Attractive Building Silhouettes and Rooflines
4. Foster Attractive Rooftops
5. Promote Welcoming Residential Entries
6. Promote Visually Interesting Upper Floor Residential Windows

**Finding:** Individual building designs are not completed at this time. Each phase of development will be required to submit Design Review applications to review each building design for conformance with these design guidelines. It should be noted that the proposed MDP meets the required BR-OR-2 dimensional requirements, such as floor plate size, setbacks, setbacks and building spacing. These will be reviewed in greater detail as part of each Design Review application submitted for each phase. **Refer to Section X for Conditions of Approval**



**regarding Design Review, Building Height, Form & Articulation and Architectural Compatibility.**

**Lighting Guidelines**

1. Orient Lighting toward Sidewalks and Public Spaces
2. Integrate Building Lighting

**Finding:** The MDP includes a preliminary street lighting plan. Additional exterior lighting for pedestrians, open spaces and buildings will be submitted for each phase of development in each individual Design Review application. **Refer to Section X for Condition of Approval regarding Shielded Lights.**

**Sign Guidelines**

1. Consider Size and Placement of Wall Signs
2. Orient Hanging Signs to Pedestrians

**Finding:** Signage is not contemplated as part of this MDP submittal. A sign master plan will be submitted for the overall MDP development with the first Design Review application for Phase 1. **Refer to Section X for Condition of Approval regarding Sign Master Plan.**

**IV. PUBLIC NOTICE AND COMMENTS**

The applicant and the city held a public meeting on August 28, 2013 at City Hall. The purpose of the meeting was to discuss and clarify the proposal and listen to neighbor concerns. There were fifteen attendees at the public meeting, which included the applicant's team. Written comments were accepted during and after this public meeting, and up to the date of this decision. During the overall review of the project, the City received the following comments:

1. **The required standard Best Management Practices (BMP's) regarding groundwater/turbidity during construction activities are not sufficient to keep clay/silt out of Lake Bellevue and the overall water system. Better BMP design is needed to keep the water system alive and vital.**

**Response:** *The City of Bellevue enacted the clearing and grading code to protect water and earth resources from the potential adverse impacts associated with clearing and grading in the city, and to implement the provision of the Phase II NPDES (National Pollutant Discharge Elimination System) permit. The clearing and grading code, along with the clearing and grading development standards, focus on prevention of potential adverse impacts associated with construction projects.*

*The code and standards require that clearing and grading permit applicants develop a CSWPPP (Construction Stormwater Pollution Prevention Plan) to implement measures that identify, prevent and control the contamination of point source discharge of stormwater. The CSWPPP explains and illustrates the measures needed on a construction site to control potential pollution problems. Since each construction project and each construction site is different, a unique CSWPPP must be developed for each project to account for the specific set of conditions for the project and site. A CSWPPP is never "standard" and consists of more than silt socks (catch basin inserts) and construction fencing. The clearing and grading development standards include 48 BMPs (Best Management Practices) for controlling and mitigating erosion, sedimentation, and release of*

*pollutants. In addition to the listed BMPs, the applicant or contractor can propose experimental BMPs or modifications to the existing BMP specifications and details. Other important aspects of erosion and sediment control, such as good construction site housekeeping, are required as a condition of the permit, but are not presented in standard BMP details and specifications.*

*Once a CSWPPP is submitted and approved, the applicant and the contractor are responsible for implementing and maintaining the proposed BMPs. The contractor must upgrade the BMPs or install additional BMPs if the original erosion and sediment controls are not completely effective.*

*An additional requirement for most commercial projects is turbidity and pH monitoring. The monitoring must be conducted by a third-party monitor, who must provide the monitoring data to the Bellevue clearing and grading inspector within 24 hours. Again, it is the responsibility of the applicant and the contractor to correct any deficiencies in the erosion and sediment control that are indicated by the turbidity and pH readings.*

*The city clearing and grading inspector will inspect construction sites periodically and issue correction notices and stop work orders as needed; however, the applicant and the contractor have ultimate responsibility to install, implement and maintain effective erosion, sedimentation and pollution controls on their project site.*

- 2. The incorporation by reference of specific elements of the Bel-Red Corridor draft and final environmental impact statements is improper, since neither of these documents ever evaluated the impacts of the type of development contemplated by Pine Forest Properties under their proposed master development plan. Furthermore, the information in these two EIS documents is seriously out of date, and should not be applied to a specific land use development proposal. This error should be corrected by requiring Pine Forest Properties, Inc. to prepare a detailed environmental impact statement for the proposed development.**

**Response:** *In its review of the Pine Forest MDP, the City incorporated by reference both the Bel-Red Corridor EIS and the TFP EIS. The City determined that the proposal does not contemplate substantial changes to what was envisioned in the Bel-Red Corridor and TFP EIS. Therefore, the City concluded that the proposal is within the scope of these previous two EISs and that there is no probability of potential adverse environmental impacts occurring as a result of the proposal that are beyond those identified in the two EISs. In addition, the City's development regulations impose requirements for environmental analysis, protection, and mitigation concerning any specific adverse environmental impact that might otherwise be associated with MDP approval. The MDP approval is predicated on compliance with City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code, and other construction codes, and such compliance adequately mitigates potential adverse environmental impacts to less-than-significant. Because the proposal is within the scope of the prior EISs and compliance with the City's applicable codes and regulations will address and mitigate whatever adverse environmental impacts might otherwise occur, issuance of a DNS is appropriate.*

- 3. The proposed development is excessively massive and contradicts the City's committed plans and policies for City growth to be concentrated in the Downtown Area of the City. Specifically, the proposed office and residential building heights should be restricted to no more than 4 stories. In addition, the property near the (proposed) NE 15<sup>th</sup> Street and 120<sup>th</sup> Ave NE should be reserved for a possible light rail park and ride facility.**

**Response:** *The Bel Red Subarea is envisioned as a compact, mixed use “smart growth” development area where thriving businesses will be adjacent to and sometimes mixed with livable neighborhoods, all served by a multi-modal transportation system that connects the area to the greater city and region. Specifically, Bel Red and the neighborhoods within it, will have a character that is different from Downtown Bellevue, Overlake or other Bellevue neighborhoods. Development and redevelopment in Bel Red should complement, not compete with, Downtown Bellevue, and should provide graceful transitions in scale in areas adjacent to residential neighborhoods.*

*The Bel Red Land Use Code requirements contemplate an appropriate level of development for the entirety of the Bel Red Subarea through specific land use district standards. In the case of Pine Forest, the BR-OR-2 land use district permits building heights which range from 45-feet up to a maximum of 125-feet. Projects which exceed the base building height and base floor area ratio (FAR) are required to participate within the Bel Red FAR Amenity Incentive System through either the installation of amenities within the site, or through the payment of fees-in-lieu of developing those amenities. The BR-OR-2 land use district is appropriate for the subject site, given its proximity to a light rail station which should provide for more transit oriented development in keeping with smart growth development practice. In addition, lower intensity land use districts to the west of this development, (including Bel Red Medical offices or BR-MO) provide for lower building heights bordering (adjacent) to the Downtown and Medical Office zones.*

4. **There is no vehicle traffic analysis available to assess the impacts of vehicle traffic of the proposed development on the Wilburton neighborhood, and on major arterials near the site.**

**Response:** *The 2027 traffic model run analysis included an assessment of each Mobility Management Area and the intersections included within. For MMA 5 Wilburton, no change in intersection operation is expected between the No Build condition and the Build condition that includes this project. Each design review will also require a Concurrency Model run to reassess impacts for each MMA based on the current model platform. If any impacts are identified at that time, mitigation will be required as needed.*

5. **There is no analysis that evaluates the impacts of the proposed development on Lake Bellevue.**

**Response:** *The applicant submitted a preliminary geotechnical feasibility report, prepared by Associated Earth Sciences, Inc. dated April 23, 2013. This report discusses the presence of ground water seepage that was encountered during borings taken within the site. The depth and occurrence of ground water seepage varies in response to factors such as season, amount of precipitation and site use. Ground water was also encountered in borings, which may be representative of a water table aquifer. Due to the high-water elevation in Lake Bellevue, the geotechnical report recommends the survey control of the site and Lake Bellevue be included in the early design phases for the project. This would occur during the individual design review applications for each phase of development of the MDP, as no phase of development is approved for construction based on this MDP approval.*

*Excavations for underground parking or deep utilities that extend below the ground water table will likely require dewatering to avoid significant impacts to the aquifer system and Lake Bellevue. Excavations planned deeper than about 10 to 15 feet below existing site grades should include a comprehensive ground water analysis and dewatering plan that demonstrates no adverse impacts*

*to surrounding aquifers, or surface water in Lake Bellevue. The analysis must evaluate impacts from temporary construction activity and from permanent dewatering systems. Site dewatering plans and activities must maintain hydrology to Lake Bellevue. Additional subsurface exploration, aquifer testing, and ground water/surface water characterization will be needed to adequately assess potential off-site impacts and develop appropriate mitigation plans. This additional analysis will occur during the individual design review applications for each phase of development of the MDP prior to construction permit issuance. In addition, the use of Best Management Practices for temporary erosion and sedimentation control and rainy season restrictions is required as part of any future clearing and grading permit approval. Refer to response to comment number one, above for additional discussion.*

## **V. TECHNICAL REVIEW**

### **A. Clearing & Grading**

The Clearing and Grading reviewer has reviewed the plans and materials submitted for this project and has determined that the clearing and grading portion of this land use application are sufficient for approval. The Clearing and Grading section will conduct a detailed review under future Clearing and Grading permit applications. **Refer to Section X for Condition of Approval regarding Clearing and Grading Permits.**

### **B. Utilities**

#### **Water**

Water mains have been sized based on projected build out for the Pine Forest development. Existing water mains will be demolished and new water main extended onto the site to serve the new development. Existing easements will need to be relinquished by City of Bellevue and new easements recorded for the newly constructed water mains. Water will be extended onto the site from a 12" water main in 120<sup>th</sup> Ave NE off the BV 400 pressure zone. There is enough capacity in the water system to provide the site with domestic and fire protection water.

#### **Surface Water**

The project site is located in Sturtevant Creek Basin which eventually drains to Lake Washington. Storm water from rooftops and roadways will be collected, treated, and conveyed to Lake Washington. Water quality for basic and enhanced treatment will be required. BMP's have been selected that are approved to meet both enhanced and basic treatment requirements in accordance with 2005 DOE Surface Water Management Manual for Western Washington. Flow control will not be required since the site proposes to decrease the amount of existing impervious surface from 83.4%% impervious lot coverage to 72.5%. The 100 peak runoff threshold will not be exceeded. See utility code 24.06 and 2012 Utility Engineering Standards.

#### **Sewer**

Sewer service for the site will connect in the same location as the existing development. The existing 8" sewer main will be upgraded to a 10" sewer line with the Sound Transit project. There will be enough capacity in the existing sewer system for the development.

#### **Storm**

The development proposes to meet all the minimum requirements triggered for the site as required in the City of Bellevue Surface Water Engineering Standards and 2005 DOE manual. Based on information submitted with this permit the site will trigger storm drainage minimum requirements 1-9 of the Storm and Surface Water Engineering Standards. The development is in the Sturtevant basin which is designated as a 40/20 basin per Department of Ecology and

allows a modified modeling approach. The modeling approach allows the existing condition to be used for the predeveloped condition. There will be an overall decrease in impervious area for the site and detention will not be required. On-site storm water management will be implemented to the extent feasible per engineering standards. Water quality BMPs for enhanced treatment have been proposed to treat storm water prior to conveying off site.

**Refer to Section X for Condition of Approval regarding Preliminary Design, Utility Codes and Engineering Standards.**

**C. Transportation**

**Site Access and Loading**

Pine Forest is bordered by three public streets, and will be developed with an internal private street network to provide vehicle access to each individual building. As a TOD development, pedestrian and bicycle access are prioritized, and the development will provide a system of facilities for access by these modes of travel to and through the site.

**Vehicle Access:** Access to the development will be provided from the north at the intersection of NE Spring Boulevard and Central Drive. This access point will be operated as right-in, right-out only. Access to 120<sup>th</sup> Avenue NE will be provided at the intersection with Road A. This access will be signalized and allow right and left turns into and out of the development. To the south, the intersection of NE 12<sup>th</sup> Street and Central Drive will provide a right-in, right-out access. **Refer to Section X for Condition of Approval regarding Vehicular Access Restrictions.**

**Pedestrian and Bicycle Access:** With completion of the CIP project for Spring Boulevard Zone 1, pedestrian and bicycle facilities will be provided on the north side of NE Spring Boulevard by a 14-foot multipurpose path. On the south side, there are currently no bicycle facilities in the CIP project, and the pedestrian facilities transition from a 6-foot sidewalk and 5-foot planting strip on the east end to an 8-foot sidewalk without a planting strip on the bridge structure at the west end. The signal at the intersection of NE Spring Boulevard and 120<sup>th</sup> Avenue NE provides a safe crossing from the development to the light rail station for both bicycles and pedestrians. With this MDP proposal, the sidewalk along the NE Spring Boulevard site frontage will be widened to 14-feet plus planting strip between Central Drive and 120<sup>th</sup> Avenue NE to provide adequate width for a multipurpose facility that allows bicycle and pedestrian travel from NE Spring Boulevard into the site. West of Central Drive, the sidewalk and planting strip will transition to match the existing facility on the structure on the west end of the site.

The recent CIP project to enhance 120<sup>th</sup> Avenue NE constructed a 5-foot striped bike lane, sidewalk and planting strip in each direction, along the site frontage. These facilities will provide adequate bicycle and pedestrian access on this street. Crossings are available at the signals at NE Spring Boulevard to the north, NE 12<sup>th</sup> Street to the south. A signal will be constructed with this project at Road A to provide an additional crossing of 120<sup>th</sup> Avenue NE.

NE 12<sup>th</sup> Street currently has a 5-foot wide sidewalk adjacent to the curb along the site frontage with no planting strip. This MDP proposal will add a 5-foot wide planting strip and an 8-foot wide sidewalk from 120<sup>th</sup> Avenue NE to the west, transitioning back to the existing sidewalk at the bridge structure. No bicycle facilities are planned for this street, and no crossings will be provided west of NE 12<sup>th</sup> Street.

In the interior of the site, sidewalks at least 8 feet wide will be provided on both sides of Central Drive, Road A, and Road B for pedestrian travel. Pedestrian and bicycle access routes will be provided on the plaza area extending parallel to 120<sup>th</sup> Avenue NE from NE Spring Boulevard to Road B, and on Road B from 120<sup>th</sup> Avenue NE to the end of the vehicle street area, including a stair and accessible ramps. These will all be available for public use at all times, and will be covered by public easements. **Refer to Section X for Condition of Approval regarding Right of Way and Easements.**

**Loading:** Loading areas are required in each building in the development to serve the needs of deliveries, refuse pickup, and passenger pickup. The loading operations must be designed in a way that doesn't affect other facilities such as roadways or sidewalks. Some preliminary locations for these areas have been shown on the MDP plan. Specific loading needs and facilities will be determined during the design review phase of the individual projects. **Refer to Section X for Condition of Approval regarding Provisions for Loading.**

### **Transportation Infrastructure**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. **Refer to Section X for Conditions of Approval regarding Civil Engineering Plans – Transportation and Street Frontage Improvements.**

Access within the development will be provided by a private street system that is required to be constructed to meet the Bel-Red street development standards contained in the Bel-Red Corridor Plan, Transportation Design Manual Appendix B.

Engineering and construction details must be shown on the civil engineering plans submitted to the clearing and grading permit. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans. During construction, city inspectors may require additional survey work at any time to confirm proper elevations. The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans.

**Frontage Improvements:** Street frontage improvements have been provided completely or in part on NE Spring Boulevard and 120<sup>th</sup> Avenue NE through recent CIP projects constructed by the City on these streets. Sidewalk widening will be required along the NE Spring Boulevard to complete the improvements on this frontage. It will be the responsibility of the developer to repair or replace any infrastructure that is damaged during construction.

Replacement of the existing curb and gutter, addition of a planting strip, and construction of a full-width sidewalk will be required on the NE 12<sup>th</sup> Street frontage between 120<sup>th</sup> Avenue NE and the bridge structure. The alignment of this sidewalk may meander if needed to preserve existing trees. The existing streetlights including poles must be replaced with this improvement.

**Private Street Improvements:** Central Drive and Road A will use the Local Road or Green Street "street section" with two 11-foot vehicle lanes, two 8-foot parking bays, minimum 5-foot planting strip, and an increased 8- to 11-foot sidewalk to meet the needs of a TOD

development. This section will be a minimum of 65 feet in width. Road B Road is intended to be a more multi-modal facility, and may use the Green Street section or other modification, with engineering details to be determined at the time of review and approval. The conceptual sections shown in the MDP plans should be used as a guideline for facility design and may need modification to meet appropriate engineering standards. These sections must provide a minimum of 22 feet of drivable surface, 16 feet of pedestrian space, and 20 feet of landscaped area. These have been shown in the MDP conceptual plans at 75 feet in width, and any modification to the section should maintain the overall width.

The interior private street system will be constructed by the master developer to the same standards as the public street system. The developer will be responsible for the dedication of all right-of-way and easements. Streets will be open to the public for public use at all times, and they will be placed in tracts that will show that the responsibility to own and maintain the street system will be up to the property owners' association. All enforcement activities associated with the private street system will be addressed by the property owners' association. **Refer to Section X for Condition of Approval regarding Right-of-Way and Easements.**

**Phasing of Improvements:** The MDP is anticipated to be constructed in four phases shown as IA, IB, II, and III. The first three phases can be constructed upon receipt of required approvals, however the northern portion of the property making up most of Phase III will not be available for development immediately. This area was procured for construction of the light rail line and NE Spring Boulevard, and will be available for development when it is turned back to Pine Forest.

The public and private infrastructure necessary to serve each phase must be constructed prior to the occupation of any buildings in the phase. The requirements for each phase are listed below. The phases must be constructed and completed in the order described in the MDP. If not, the infrastructure requirements will be reevaluated and modified as necessary to ensure appropriate facilities are in place to serve the development. **Refer to Section X for Condition of Approval regarding Transportation Infrastructure and Street Development Requirements.**

**Prior to completion of any building in Phase IA:**

1. NE 12<sup>th</sup> Street – New curb and gutter, planting strip at least 5 feet wide, and sidewalk at least 8 feet wide.
2. 120<sup>th</sup> Avenue NE – Sidewalk widening to accommodate the gateway feature to be determined during design review. Completion of the signal at the intersection with Road A.
3. Central Drive – Complete street section between NE 12<sup>th</sup> Street and Road A.
4. Road A – Complete street section between Central Drive and 120<sup>th</sup> Avenue NE.

**Prior to completion of any building in Phase IB:**

5. Central Drive – Complete street section between Road A and Road B.
6. Road B – Complete street section from Building C to Central Drive. Complete

section or temporary connection between Central Drive and 120<sup>th</sup> Avenue NE.

Prior to completion of any building in Phase II:

7. Road B – Complete street section between Central Drive eastern terminus, approximately 60 feet. Completion of the plaza and access to 120<sup>th</sup> Avenue NE.

Prior to completion of any building in Phase III:

8. Central Drive – Complete street section between Road B and NE Spring Boulevard.
9. NE Spring Boulevard – Multipurpose facility at least 14 feet wide between 120<sup>th</sup> Avenue NE and Central Drive. Sidewalk at least 9 feet wide between Central Drive and the bridge structure.
10. 120<sup>th</sup> Avenue NE – Plaza at the intersection of NE Spring Boulevard and completion of an accessible on-site route to Road B.

Applicable to all improvements:

11. Streetlights meeting arterial standards are required for NE 12<sup>th</sup> Street with new poles meeting the Bel-Red standards. Interior streetlights meeting design manual standards are required for Road A and Road B. Pedestrian scale lighting is required on all pedestrian corridors. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
12. As part of the traffic signal installation, the developer will be required to pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system, and in no case later than occupancy of the first building.
13. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may

require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.

14. All landscaping planter strips or tree wells within the sidewalk shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planting strip shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. All street trees shall be planted to meet the soil volume requirements in the Parks Department Environmental Best Management Practices and Design Standards Manual – Chapter 8. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
15. No new building structure or garage shall be constructed under a street right of way or public sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
16. To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk provided they meet ADA requirements. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
17. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 12 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
18. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.

19. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

### **Easements**

The applicant shall provide all necessary easements to the City to encompass the full required width of any signals or equipment, sidewalks, paths, or trails located outside of city right of way.

The City currently holds wall easements and maintenance easements adjacent to 120<sup>th</sup> Avenue NE associated with the CIP improvements. The walls will be replaced by fill or other retaining walls as this project is constructed, allowing the easements to be relinquished. The construction must be completed and these easements must be relinquished following City procedures prior to the occupancy of any buildings. **Refer to Section X for Conditions of Approval regarding Existing Easements, Easements for Signal Control and Street Light Boxes and Vaults and Sidewalk/Utility/Pedestrian Access Easements.**

### **Holiday Construction & Traffic Restrictions**

From November 15<sup>th</sup> to January 5<sup>th</sup>, construction activities such as hauling and lane closures may be restricted between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit. **Refer to Section X for Condition of Approval regarding Holiday Construction & Traffic Restrictions.**

### **Transportation Management Program**

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of each approved development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. and 14.60.080. (Describe project specifics.) **Refer to Section X for Condition of Approval regarding Transportation Management Program and Implement The Transportation Management Program.**

### **D. Building Division**

The plans submitted for Master Development Plan approval dated February 9, 2018, have not been sufficiently developed for a thorough review under the 2015 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the Building permit application(s) in accordance with the codes in effect at the time of complete submittal. The plans generally conform to the level of detail typical at this stage in the design process. However, the following items are required to be addressed in the development of the plans for building permit. It should be noted that the following comments are preliminary in nature, and are not intended to be all-inclusive or imply approval.

The site plan indicates the phased development of 6 buildings together with underground parking on a site currently consisting of 3 parcels and a portion of NE 12<sup>th</sup> St. surplus right-of-way. The applicant proposes the division of the property into 4 building lots and placing above ground buildings on these 4 lots. Common underground parking for Building B, C and D is proposed below all three buildings and therefore spans across those proposed lot lines. Likewise, the parking below Building E & F spans across proposed lot lines. Buildings are not

legally permitted to span across property lines. This condition triggers a requirement for a single site agreement or boundary line adjustment. The single site agreement or boundary line adjustment must be recorded prior to submittal of building permits for Phase 1. **Refer to Section X for Condition of Approval regarding Single-Site Agreement.**

In addition, a requirement for an interim “no-build” covenant agreement recorded for those areas north and east of proposed building C and north of proposed buildings B & F, separating the proposed phases 1B and 2 from Phase 3. This covenant will secure the required setbacks and fire separation distances between future buildings, underground parking and property lines until the project is completely built-out under the conditions of the single-site agreement. **Refer to Section X or Condition of Approval regarding No Build Covenant.**

Exterior wall ratings, opening protection, and projections are required to be addressed in accordance with IBC Section 705, based on the fire separation distance. Fire separation distance is defined as the distance measured from the building face to one of the following (the distance is required to be measured at right angles from the face of the building wall).

1. Closest interior lot line.
2. Centerline of a street, alley or public way.
3. An imaginary line between two buildings on the lot.

Proposed buildings which have an occupied floor or occupied roof located more than 75 feet above the lowest level of fire department vehicle access shall be constructed in accordance with the International Building Code Section 403 for high rise construction as amended by the State of Washington and the City of Bellevue. In accordance with IBC 403.4.8, a dedicated emergency generator and exterior fueling location will be required. **Refer to Section X for Condition of Approval regarding High Rise Construction.**

At least one accessible route within a site is required to be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrances served. The drawings are not currently developed to a sufficient level for us to determine if accessible route requirements are met. Building permit drawings and documents are required to demonstrate that accessible route requirements will be met. **Refer to Section X for Condition of Approval regarding Accessible Route of Travel.**

#### **E. Fire**

The Fire Department has reviewed this proposal and recommends approval. **Refer to Section X for Condition of Approval regarding Fire Department Access.**

#### **F. Addressing**

The City of Bellevue will designate a street name to each internal street segment. All north-south road sections will be named independently of east-west trending road sections, even if the roads appear to continuous. The City names all streets, private or public, and assigns addresses per Bellevue City Code 14.02.

Each new building will require its own address independent of the parcel or lot address. The address of the building will be based on where the main entrance to the building is located. If the main entrance is located on an internal, private street, the building will be addressed from the internal street even if the building is bounded by larger public streets. Addressing of lots and buildings will typically occur in the design review stage. If you have any address-related

questions, contact Jami Fairleigh, the City's Parcel and Address Coordinator. **Refer to Section X for Condition of Approval regarding Addressing of Lots, Buildings, Parcels and Tracts.**

## **VI. STATE ENVIRONMENTAL POLICY ACT (SEPA)**

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal that are beyond those identified in the Bel-Red Corridor EIS and the Transportation Facilities Plan EIS. The Environmental Checklist together with information submitted (in the official file) adequately discloses expected environmental impacts associated with the proposed Master Development Plan proposal. The City codes and requirements, including SEPA, Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of:

- The Bel-Red Corridor Project Draft and Final Environmental Impact Statement, issued July 19, 2007 and addendum.
- Final Environmental Impact Statement, 2016-2027, Transportation Facilities Plan, December 2015.

These documents are available in the Development Services Department, Records Room, Lobby Floor, Bellevue City Hall, 450 110<sup>th</sup> Avenue NE under file #05-127994-LE.

Adverse impacts which are less than significant are typically subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code, Section 22.02.140, provides substantive authority to mitigate impacts disclosed through the environmental review process.

### **Water, Sewer, Storm Water Controls**

Refer to Utilities Technical review section above for discussion.

### **Earth**

The applicant submitted a geotechnical report, prepared by Associated Earth Sciences, Inc., dated February 26, 2013. The affected geographic area contains elevations which range from approximately 152 feet above mean sea level in the northern central portion of the site, and near 170 feet in the southwest portion of the site and extreme northeast corner.

Subsurface conditions were inferred from field explorations, visual reconnaissance and review of applicable geologic literature. Natural sediments encountered in the explorations generally consisted of medium dense to dense, granular, glacial sediments. Sediments were overlain by approximately 15.5 feet to as little as 4 feet of fill soils of variable density.

Fill soils generally consisted of loose to medium dense, moist to very moist, sand with silt and gravel. Minor quantities of wood debris and red brick shards were encountered within the fill. Areas of fill soil are likely to exist across the site from past grading and filling activities associated with the original development.

Groundwater has been encountered at approximately 30 feet and at 25 feet in different borings

taken within the site. Groundwater occurrence may be representative of a water table aquifer within the recessional outwash. Excavations for underground parking or deep utilities that extend below the groundwater table will likely require dewatering. Excavations planned deeper than about 10 to 15 feet below existing site grades should include a comprehensive ground water analysis and dewatering plan that demonstrates no adverse impacts to surrounding aquifers, or surface water in Lake Bellevue.

From a geotechnical standpoint, the subject site is suitable for redevelopment, provided the recommendations of the geotechnical engineer are properly followed. There is potential for erosion and sedimentation impacts as result of earth movement activities. Applicants and permittees are responsible for preventing erosion and discharge of sediment and other pollutants into the storm and surface water system and receiving waters (i.e. Lake Bellevue). A construction stormwater pollution prevention plan (CSWPPP) prepared according to the Washington State Department of Ecology Stormwater Management minimum technical requirement #2 will be required at the time of Clearing and Grading permit application for each phase of development within the MDP (BCC 23.76).

No phase of development is being permitted for construction under this MDP approval. Each phase will require project specific SEPA review as part of the Design Review process, at which time project specific impacts will be identified and appropriate measures will be taken to ensure compliance with Bellevue City Code and any items identified as part of a project specific geotechnical investigation/reports.

### **Air Quality**

During future construction of each phase of development, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from resident vehicles and office/retail workers vehicles will be released. However, given the proximity to the future light rail station within the Spring District, it is anticipated that vehicle trips will be reduced, thus reducing emissions.

Construction of both site infrastructure and structures would temporarily increase dust and vehicle emissions near the construction area. Mitigation will include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off. Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust. These are standard practices imposed on the Clearing & Grading permit. (Bellevue City Code 23.76)

Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads.

### **Plants and Animals**

The project site is currently improved with office development and associated parking areas. Upon full completion of the MDP, the overall impervious surface will be reduced from 83.5% to 74.3%. This results in a reduction of impervious surface of approximately 2 acres from what exists today. With the installation of additional pervious areas, including landscaped plazas, rooftop terraces and streetscapes, there will be an opportunity for new trees and plants

(native/ornamental) which will provide more vegetated areas for small urban animals and bird habitat throughout the MDP.

### **Light and Glare**

There is the potential for light and glare impacts resulting from the implementation of each phase of development with light emanating at night from proposed above ground parking garages, office buildings and residential units. Potential light and glare impacts may extend to adjacent businesses and residential units adjacent to this development, such as the Lake Bellevue and Spring District neighborhoods, in addition to vehicular/pedestrian traffic along adjacent streets. To mitigate potential impacts to adjacent vehicular drivers/businesses/residents, any light source emitting from the future phases of construction shall incorporate cutoff shields and be designed so as not to provide light and glare and spillover offsite. **Refer to Section X for Condition of Approval regarding Shielded Lights.**

### **Transportation**

#### **Long Term Impacts and Mitigation**

The long-term impacts of the Pine Forest Master Development Plan were reviewed to determine mitigation requirements for the cumulative transportation impacts of the development as a whole. This site is located across NE Spring Boulevard and 120<sup>th</sup> Avenue SE diagonally from the East Link Spring District/120<sup>th</sup> Light Rail station, and is planned to be developed as Transit-Oriented Development (TOD). TOD development prioritizes pedestrian and bicycle travel modes over the vehicle travel mode by emphasizing its proximity to transit. This analysis will consider all modes of travel and improvements needed to facilitate them.

**MDP Vehicle Access and Operational Analysis:** The site is bordered on the north by NE Spring Boulevard, on the east by 120<sup>th</sup> Avenue NE, on the west by the Eastlink light rail line, and on the southwest by NE 12<sup>th</sup> Street, with vehicle access provided from the site to each of these streets. Because the interior of the site will be served by a private road system, the vehicle analysis concentrates on the access points provided from the development to the city street network, and potential impacts to the surrounding system.

The vehicle operational impacts were analyzed by TENW in a Transportation Impact Study dated November 20, 2017. The study used a computer model to assess system impacts for the pm peak hour in the horizon year 2027 for the build-out condition, and did not consider development phasing. The trip generation analysis for the MDP estimates that the proposed office, residential, and retail uses in the MDP for the build-out condition will generate 425 net new pm peak hour trips. Using the build-out condition allowed the analysis to look for cumulative system impacts for the complete project. Based on the model data, five individual intersections were also analyzed. No significant impacts requiring additional mitigation were identified in either the system analysis or the intersection analysis. Each individual project will also be required to perform an operational analysis at the time of Design Review, which would identify impacts that could arise due to changed conditions over time.

NE Spring Boulevard is currently under construction as a City CIP project to be completed in 2018. When complete, this will be a five-lane minor arterial with a multipurpose bicycle and pedestrian path on the north side and sidewalk and a planting strip on the south side along the Pine Forest frontage. A signal will be located at the intersection of NE Spring Boulevard and 120<sup>th</sup> Avenue NE. Along the west side of the site, NE Spring Boulevard becomes an elevated bridge structure crossing the East Link tracks. The traffic analysis shows that the intersection of

NE Spring Boulevard/120<sup>th</sup> Avenue NE will operate at an Level of Service (LOS) D with or without the project, and no traffic mitigation is required for this street.

Vehicle access to the site from NE Spring Boulevard is provided at the intersection of Central Drive, located about 300 feet west of 120<sup>th</sup> Avenue NE. This location was chosen to allow sight distance requirements to be met as the bridge structure and fencing obstructs vision to the west. The access will have one inbound and one outbound vehicle lane and allow right-in and right-out movements only. This intersection is expected to operate at LOS B upon completion of the project, and will not require additional mitigation.

Completed through a recent CIP project, 120<sup>th</sup> Avenue NE is five-lane minor arterial with bike lanes in each direction, sidewalk, and a planting strip along the site frontage between NE Spring Boulevard and NE 12<sup>th</sup> Street. This street is signalized at the north and south edges of the site at NE 12<sup>th</sup> Street and NE Spring Boulevard. The signal at 120<sup>th</sup> Avenue NE/NE 12<sup>th</sup> Street is expected to operate at an LOS E with or without the project, and no traffic mitigation is required for this street.

Vehicle access will be provided to 120<sup>th</sup> Avenue NE at an intersection with Road A, about 400 feet north of NE 12<sup>th</sup> Street. A signal has been planned at this intersection, to be aligned with the Spring District access point on the west side of 120<sup>th</sup> Avenue NE, and was assumed to be in place for the MDP analysis. Road A will be channelized with an inbound vehicle lane, an outbound left turn lane, and an outbound right turn lane. With the channelization and signal provided as mitigation, this intersection is expected operate at LOS C in 2027.

NE 12<sup>th</sup> Street is a principal arterial with five lanes along the east side of the site frontage, transitioning to a four-lane bridge structure over the Eastside Rail Corridor trail and East Link Light Rail tracks along the site's west edge. Vehicle access will be provided to the site at an intersection with Central Drive about 500 feet west of 120<sup>th</sup> Avenue NE. This access will also be restricted to right-in and right-out movements. This intersection is expected to operate at LOS B and will not require further mitigation.

**MDP Pedestrian and Bicycle Analysis:** As a TOD development, robust pedestrian and bicycle facilities are required to allow these modes to be prioritized for travel. This includes access between the site and the light rail station as well as access through the site to each of the proposed buildings. The routes must also be accessible to all by meeting ADA requirements.

The CIP project will complete the pedestrian and bicycle facilities on the north side of NE Spring Boulevard, but is only providing an interim sidewalk on the Pine Forest frontage on the south side of the street until it meets the bridge structure. This project will provide a multi-purpose path between 120<sup>th</sup> Avenue NE and Central Drive, and complete the sidewalk widening and transition between Central Drive and the bridge structure.

Full width sidewalk, planting strips, and bike lanes were recently completed on 120<sup>th</sup> Avenue NE, and no further mitigation is needed.

The existing sidewalk on NE 12<sup>th</sup> Street along the site frontage is narrow and unprotected by a planting strip, and there are no bicycle facilities on this street. This development will provide a full-width sidewalk and planting strip from 120<sup>th</sup> Avenue NE west to the bridge structure. No bicycle facilities will be required. The area at the corner of NE 12<sup>th</sup> Street and 120<sup>th</sup> Avenue NE

is designated as a gateway, and the sidewalk will be widened in this area to accommodate its construction.

Within the site, routes for both pedestrians and bicycles will be provided to allow access to each building from all three street frontages. Access to the northern part of the site will be provided via the plaza area at the intersection of NE Spring Boulevard and 120<sup>th</sup> Avenue NE and sidewalks along both sides of Central Drive. All of the interior private street network will have 8-foot sidewalks, and the streets will be used as bicycle routes. Midway along the site's 120<sup>th</sup> Avenue NE frontage, a plaza and steps that include an accessible route will provide access through the center of the site to Road B. In addition, paths will be provided between and around buildings.

These improvements to the exterior and interior routes for this site will provide appropriate facilities for pedestrian and bicycle travel in a TOD area.

**Traffic Impact Fees:** Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of issuance for each building permit required in the MDP. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. **Refer to Section X for Condition of Approval regarding Transportation Impact Fee.**

#### **Mid-Range Impacts and Mitigation**

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

This development will be constructed as a series of projects that will each be reviewed through a separate design review. Each design review and building permit application in each phase of the project will be required to meet concurrency requirements prior to approval to assess mid-range impacts. **Refer to Section X for Condition of Approval regarding Traffic Analysis and Concurrency Review.**

#### **Operational Impacts and Mitigation**

The short-term impacts of each development proposal within the MDP will be analyzed with each design review and building permit application. The analysis will include the mitigation measures identified in the long-term analysis, as well as any additional measures determined to be necessary to mitigate unforeseen impacts.

### **VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW**

- Required clarification on proposed phasing plan, including full project build out details i.e. proposed building uses, number of residential units, number of workers, number of parking stalls, etc.
- Requested drawings which depict the proposed internal driveway alignment with the Spring District property across 120<sup>th</sup> Avenue NE, as this is required for signalization.

- Requested drawings depicting the accurate roadway elevations to clarify topography of the site, and how proposed internal roads will intercept existing/proposed street network i.e. Spring Boulevard. Modification of the alignment of the internal drive to Spring Boulevard was required due to proximity of elevated structural abutments and fenced areas of Spring Boulevard where it spans the light rail, as well as to meet sight distance standards.
- Modification/re-design of the street frontage design along 120<sup>th</sup> Avenue NE to accommodate ADA access, as well as provide an inviting/activating pedestrian experience with the change in topography along 120<sup>th</sup> Avenue NE.

## VIII. MASTER DEVELOPMENT PLAN DECISION CRITERIA

Per Land Use Code 20.30V.150, the Director may approve or approve with modifications an application for a Master Development Plan if:

### A. The proposed Master Development Plan is consistent with the Comprehensive Plan;

#### Finding:

The proposal is consistent with the Comprehensive Plan, including the following goals and policies from the Bel-Red Subarea Plan:

#### 1) ***Vision:***

- *The Bel-Red corridor in 2030 will be an area that is unique within the city of Bellevue and the entire Puget Sound region. It will be an area where thriving businesses will be adjacent to, and sometimes mixed with, livable neighborhoods, all served by a multi-modal transportation system that connects the area to the greater city and region. The area will also be distinguished by environmental and community amenities that will serve residents and employees in the area, as well as residents from surrounding neighborhoods and the entire city. The area will transition gracefully over time, with existing businesses being accommodated while new types of development will occur as conditions warrant.*
- *Vibrant, diverse and walkable neighborhoods: Bel-Red will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have a pedestrian friendly and walkable character, with convenient access to shopping, jobs, and community amenities, and will also be well connected to the larger city and region.*
- *Appropriate scale of development: Development and redevelopment in Bel-Red should complement, not compete with, Downtown Bellevue, and should provide graceful transitions in scale in areas adjacent to residential neighborhoods.*
- *Sustainability: New neighborhoods, buildings, streetscapes, parking and open space systems, environmental enhancements, and transportation facilities will also be planned, designed and developed using state-of-the-*

*art techniques to enhance the natural and built environment and create a more livable community.*

**Finding:**

The proposed Pine Forest MDP is consistent with the goals and policies of the Bel-Red Subarea Plan. The proposal aims to implement the vision of the Bel-Red Subarea Plan through a phased development approach which will provide 435 new residential units in four buildings, and two new commercial office structures, all in close proximity to a planned light rail station. The proposed site development will also include open space areas for residents, workers and children to enjoy, in addition to pedestrian pathways throughout the site for enhanced circulation. Many of the mature trees shown along the NE 12<sup>th</sup> Street frontage will also be retained in keeping with the City's tree preservation goal. Enhancement of the street frontage along 120<sup>th</sup> Avenue NE and Spring Boulevard will result in a pleasant and safe pedestrian experience along two major arterials. Specifically, the frontage along 120<sup>th</sup> Avenue NE is proposed to incorporate open plazas, landscaping, seating terraces, public art and access to commercial retail spaces. A mid-block connection between the proposed MDP and the Spring District MDP across 120<sup>th</sup> Avenue NE to the east will further enhance pedestrian connectivity between these two large developments.

- 2) **Urban Design Goal:** *To achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.*

**POLICY S-BR-14.** *Use design guidelines to promote pedestrian-friendly and transit-oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea. Apply additional depth and attention to the details of design review within transit-oriented development nodes.*

*Discussion: Design review should pay special attention to creating a pedestrian-friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.*

**POLICY S-BR-16.** *Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development, in public and private projects.*

**POLICY S-BR-17.** *Promote environmentally sensitive design in public and private projects, including practices such as the US Green Building Council LEED certification of buildings, use of natural drainage systems, water conservation measures, and other practices.*

**POLICY S-BR-18.** *Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of*

*buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area.*

***POLICY S-BR-21.*** *Protect solar access to public spaces and important views from public spaces, as defined through the land use regulatory framework.*

Finding:

The Urban Design goals and policies of the Bel-Red Subarea Plan are incorporated into the Pine Forest Transit Oriented MDP. While site specific design review is not proposed at this time, the MDP contemplates many of the urban design goals specified within the comprehensive plan as it relates to overall site design, use of natural drainage practices and diversity within the intended built environment. The MDP will construct approximately 889,200 gross square feet (gsf) with approximately 1,394 parking stalls. This includes approximately 458,000 gsf of office, 431,200 gsf of residential for 435 units and 6,000 gsf of retail/commercial uses. The siting of each building will also allow for a variety of open space areas between buildings, including pedestrian connections throughout the site, private residential patio areas, and a larger public open space/plaza along 120<sup>th</sup> Avenue NE for use by residents, employees and visitors to the area. The MDP is subject to the plans submitted and attached. **Refer to Section X for Condition of Approval regarding Master Development Plan Proposal.**

- 3) ***Environment:*** *To redevelop the Bel-Red area as a model of environmental sustainability, realizing opportunities provided by new development to achieve significant improvements over current conditions.*

***Policy S-BR-28.*** *Encourage natural drainage practices where feasible in public and private projects, as an alternative to traditional stormwater treatment and control. Allow natural drainage practices to offset traditional treatment and control standards to the extent practicable, and provide other incentives to promote their use if needed.*

Finding:

The proposed MDP intends to develop with low-impact development techniques in the form of bio-infiltration cells within the streetscape planter areas along the two private internal streets.

- 4) ***Parks and Open Space Goal:*** *To create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs to Bel-Red and the broader community, and that connects with and contemplates the larger Bellevue parks and open space system.*

***POLICY S-BR-39.*** *Promote the development of “green streets” throughout the corridor, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.*

Finding:

The proposed MDP intends to develop the two private internal streets (Road

A & B) as “green streets” which will include bio-infiltration cells within the streetscape planters. In addition, the proposed plaza spaces within the MDP development help contribute to the overall open space system.

- 5) ***Housing Goal:*** *To encourage Bel-Red redevelopment to result in a diversity of housing types and prices, including a significant share of “workforce housing”.*

***POLICY S-BR-40.*** *Encourage a diversity of housing types, from high density, multi-story housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.*

Finding:

The proposal incorporates four new multi-family residential buildings within a transit node on the western edge of the Bel-Red subarea, which will complement the existing and proposed surrounding developments (Spring District and OMFE TOD) in the area.

**B. The Master Development Plan complies with the applicable requirements of the Bellevue City Code;**

As described in Section III, this project will comply with all applicable requirements of the Land Use code.

**C. The proposed Master Development Plan addresses all applicable standards, guidelines or criteria of this Code in a manner which fulfills their purpose and intent;**

A detailed review of city codes and standards will occur under Design Review and construction permits for each phase of development. As conditioned, the proposed MDP complies with the applicable requirements of the Bellevue City Code. Refer to Section III, Consistency with Land Use Code/Zoning Requirements for a full discussion regarding MDP consistency with the Land Use Code and Bel Red Design Guidelines. **Refer to Section X for Conditions of Approval regarding Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of 20.25D & MDP Conditions of Approval.**

**D. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying Land Use District.**

The Pine Forest MDP will provide a connection to the Sound Transit East Link Spring District/120<sup>th</sup> Light Rail station, due to the proximity of the subject site to this station. The East Link light rail line will provide connections from the Spring District to downtown Bellevue, Seattle and Redmond. In addition, the MDP show connectivity through the proposed internal and external (perimeter) pedestrian-oriented streetscapes and a perimeter nature trail around the west portion of the property which supports the proposed development as well as the surrounding development i.e. Lake Bellevue and Spring District. Public access easements and public access signage will be required during the review of each phase of development, where appropriate. **Refer to Section**

**X for Condition of Approval regarding Public Access Signage.**

**IX. DECISION**

After reviewing the proposal for consistency with applicable City of Bellevue requirements, policies, development standards, and SEPA, the Director hereby **APPROVES WITH CONDITIONS** the **MASTER DEVELOPMENT PLAN APPLICATION** for **PINE FOREST**.

**X. CONDITIONS OF APPROVAL**

**COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES:** The applicant shall comply with all applicable Bellevue City Codes (BCC) and Ordinances including but not limited to:

Clearing and Grading Code - BCC 23.76	Janney Gwo	425-452-6190
Bellevue Development Standards	Janney Gwo	425-452-6190
Transportation Code - BCC 14.60	Molly Johnson	425-452-6175
Trans. Development Review - BCC.22.16	Molly Johnson	425-452-6175
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425-425-4294
Bellevue Utilities Code - BCC Title 24	Mark Dewey	425-452-6179
Construction Codes - BCC Title 23	Robert Snyder	425-452-4475
Structural Codes – BCC Title 23	Robert Snyder	425-452-4475
Land Use Code - BCC Title 20	Laurie Tyler	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler	425-452-2728
Uniform Fire Code - BCC 23.11	Sean Nichols	425-452-2926
Transportation Department Design Manual	Molly Johnson	425-452-6175
The Bel-Red Corridor Plan Streetscape Character, Guidelines, and Standards	Molly Johnson	425-452-6175
Addressing	Laurie Tyler	425-452-2728
	Jami Fairleigh	425-452-4310

**A. GENERAL CONDITIONS:** The following conditions apply to all phases of development.

**TRANSPORTATION DEPARTMENT CONDITIONS (GENERAL)**

**1. RIGHT-OF-WAY AND EASEMENTS**

The master developer shall dedicate to the City all necessary right-of-way and easements to construct transportation infrastructure for street, pedestrian and bicycle improvements at the time of their construction approval.

AUTHORITY: BCC 14.60.100  
REVIEWER: Molly Johnson, Transportation

**2. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS**

Construction activities such as hauling and lane closures between November 15<sup>th</sup> and January 5<sup>th</sup> may be restricted between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.

AUTHORITY: BCC 14.30.060  
REVIEWER: Tim Stever, Right of Way

### **3. VEHICULAR ACCESS RESTRICTIONS**

Access to this site from NE Spring Boulevard and NE 12<sup>th</sup> Street will be restricted to right-turn-in and right-turn-out only.

AUTHORITY: BCC 14.60.150  
REVIEWER: Molly Johnson, Transportation

### **4. PROVISIONS FOR LOADING**

Each building shall provide an off-street loading space which can access a street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted.

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180  
REVIEWER: Molly Johnson, Transportation

### **5. TRANSPORTATION INFRASTRUCTURE AND STREET DEVELOPMENT REQUIREMENTS**

Future street development must be approved by the Transportation Department, including all construction of streets, streetlighting, planter strips, sidewalks, signals, channelization, pedestrian paths and trails, and bicycle facilities according to the street design standards in effect at the time of the complete permit application.

All on-site transportation infrastructure shall be provided by the master developer and provided in tracts to be jointly owned. The property owners' association shall be responsible for the maintenance of all transportation infrastructure including enforcement of all code requirements and development conditions of approval.

The following improvements will be required to serve the development planned for each phase as shown in the preliminary plan. Changes to the phasing plan or anticipated order of construction may result in modification to these requirements.

Prior to completion of any building in Phase IA:

- NE 12<sup>th</sup> Street – New curb and gutter, planting strip at least 5 feet wide, sidewalk at least 8 feet wide, and streetlights.
- 120<sup>th</sup> Avenue NE – Sidewalk widening to accommodate the gateway feature to be determined during design review. Completion of the signal at the intersection with Road A.
- Central Drive – Complete street section between NE 12<sup>th</sup> Street and Road A.
- Road A – Complete street section between Central Drive and 120<sup>th</sup> Avenue NE.

Prior to completion of any building in Phase IB:

- Central Drive – Complete street section between Road A and Road B.
- Road B – Complete street section from Building C to Central Drive. Complete section or temporary connection between Central Drive and 120<sup>th</sup> Avenue NE.

Prior to completion of any building in Phase II:

- Road B – Complete street section between Central Drive eastern terminus, approximately 60 feet. Completion of the plaza and access to 120<sup>th</sup> Avenue NE.

Prior to completion of any building in Phase III:

- Central Drive – Complete street section between Road B and NE Spring Boulevard.
- NE Spring Boulevard – Multipurpose facility at least 14 feet wide between 120<sup>th</sup> Avenue NE and Central Drive. Sidewalk at least 9 feet wide between Central Drive and the bridge structure.
- 120<sup>th</sup> Avenue NE – Plaza at the intersection of NE Spring Boulevard and completion of an accessible on-site route to Road B.

AUTHORITY: BCC 14.60.100  
REVIEWER: Molly Johnson, Transportation

#### **UTILITIES DEPARTMENT CONDITIONS (GENERAL)**

##### **6. PRELIMINARY DESIGN, UTILITY CODES AND ENGINEERING STANDARDS**

Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project for construction purposes. Final construction plan approval will occur under Utility Developer Extension Agreement. Final civil engineering may require some changes to the site layout to accommodate the utilities. The plan submittal will be required to comply with all engineering codes and standards in place at the time of this application. Public and private easements will be required under the Developer Extension Agreement for water, sewer, and storm water infrastructure. Existing easements will need to be relinquished by the City of Bellevue and will required council approval prior to being released.

AUTHORITY: BCC Title 24.02, 24.04, 24.06  
REVIEWER: Mark Dewey, Utilities

#### **FIRE DEPARTMENT CONDITIONS (GENERAL)**

##### **7. FIRE DEPARTMENT ACCESS**

The fire department's approval of the MDP requires a 20-foot wide paved, unobstructed access road at all locations around the buildings with a minimum inside radius of 28-feet and vertical clearance of 13-feet, 6-inches.

AUTHORITY: IFC 503  
REVIEWER: Sean Nichols, Fire

## **LAND USE DIVISION CONDITIONS (GENERAL)**

### **8. MASTER DEVELOPMENT PLAN PROPOSAL**

The MDP is subject to the plans and associated documents submitted April 10, 2018 and attached to this approval.

AUTHORITY: Bellevue City Code 20.35.230

REVIEWER: Laurie Tyler, Land Use

### **9. VESTED STATUS OF MASTER DEVELOPMENT PLAN**

The vested status of the Master Development Plan shall be for a period of 10 years from the date of the final decision, as defined in LUC 20.35.045. Development as outlined in this MDP will be vested to the Land Use Code in effect at the time of issuance of this approval and report. While the MDP is vested to the Land Use Code regulations for a period of up to 10 years from the date of issuance of this decision, the vested status of other required reviews, including but not limited to SEPA, Traffic Standards Code, Transportation Development Code, and building or other technical code review, is not controlled by any MDP vesting.

AUTHORITY: LUC 20.35.045; LUC 20.30V.190; LUC 20.40.500

REVIEWER: Laurie Tyler, Land Use

### **10. AMENITY FEE-IN-LIEU RATES**

Design Review applications for each phase of development shall provide for a proportionate amount of amenities or pay a fee-in-lieu of installation of amenities. The rates for this MDP will be vested to the 2013 rates in effect at the time this MDP application was submitted to the City, and as expressed in the Amenity Fee-In-Lieu vesting letter attached to the MDP approval.

AUTHORITY: LUC 20.25D.090 & LUC 20.25D.090.C - Footnote 3; Amenity Fee-In-Lieu Vesting Letter

REVIEWER: Laurie Tyler, Land Use

### **11. RECORDING OF MASTER DEVELOPMENT PLAN**

The MDP is binding on and runs with the land. The applicant shall record the plans and conditions of the approved MDP with the King County Recorder's Office.

AUTHORITY: LUC 20.3V.180

REVIEWER: Laurie Tyler, Land Use

### **12. MODIFICATION TO THE MASTER DEVELOPMENT PLAN**

Any modification to this approval shall be documented as a new MDP or as a Land Use Exemption to the approved MDP.

An amendment to a previously approved MDP is treated as a new application. Minor modifications may be permitted pursuant to the criteria in LUC 20.30V.160.B. Any modification of the MDP must be reviewed for consistency with the conceptual site and building design as stated in this report. Conditions of Approval run for the life of the project. Any subsequent modifications, once approved by either of the processes stated above, shall be recorded with the King County Recorder's Office or its successor

agency.

If a new MDP is required, the review will be based on the Land Use Code in effect at the time of that MDP permit submittal, and the vested status of this MDP approval will no longer be in effect.

AUTHORITY: LUC 20.30V.160, 180 and 190  
REVIEWER: Laurie Tyler, Land Use

### **13. MDP PHASING PLAN**

The phasing plan shall be followed per the conceptual phasing plan (attached). Modifications to the phasing plan may occur as a modification to the MDP, processed as a Land Use Exemption or a new MDP.

To ensure that each phase of development can stand on its own i.e. meet applicable zoning requirements, access and circulation requirements, and not result in excess parking per phase, the proposed project phasing for this MDP is required to be developed in numerical sequence with Phase 3 being the final phase of construction of the MDP.

In addition, per LUC 20.25D.080 Footnote 19, in order to maintain 20% residential uses at any given time during the development of the MDP, the MDP must be phased in consecutive order (1-3) which will maintain a minimum of 20% residential uses.

AUTHORITY: LUC 20.30V.160  
REVIEWER: Laurie Tyler, Land Use

### **14. BINDING SITE PLAN**

Prior to the issuance of any Design Review application(s) or construction permit(s), the applicant is required to submit an application for a Binding Site Plan (LF permit) to be reviewed and approved by City Staff. The applicant shall record the Binding Site Plan with the King County Department of Records. Upon approval and recording of the Binding Site Plan, the applicant may develop the subject property in conformance with the Binding Site Plan and without regard to lot lines internal to the subject property. The applicant may sell or lease parcels subject to the recorded Binding Site Plan.

Additional amendments may be required based on future phases of development. Modifications shall be processed as an amendment to the Binding Site Plan per RCW 58.17.

AUTHORITY: LUC 20.30V.140  
REVIEWER: Laurie Tyler, Land Use

### **15. FUTURE DESIGN REVIEW AND CONSTRUCTION PLANS**

This approval is limited to a Master Development Plan. Each phase of the development shall be reviewed and approved through the Design Review process, with associated construction plans and permits and an updated traffic impact analysis. All street frontage improvements, access points, and other transportation-related features must meet City of Bellevue standards and policies in effect at the time of construction plan approval.

AUTHORITY: LUC 20.25D.03.C.2 & LUC 20.30F  
REVIEWER: Laurie Tyler, Land Use

**16. PROJECT LEVEL ENVIRONMENTAL (SEPA) REVIEW**

Project level environmental review will be required as part of the Design Review for any development on this site.

AUTHORITY: BCC 22.02.033, 034  
REVIEWER: Laurie Tyler, Land Use

**17. GATEWAY/NEIGHBORHOOD IDENTITY POINT**

As part of the Design Review for Phase 1A, which includes Building A, the applicant shall design an appropriate gateway/neighborhood identity point at the intersection of NE 12<sup>th</sup> Street and 120<sup>th</sup> Avenue NE, per Comprehensive Plan Policy UD-73 and as identified on Map UD-1. Appropriate characteristics include an expanded plaza, seating, weather protection, landscaping, lighting, wayfinding, decorative paving patterns and installation of a prominent crosswalk across 120<sup>th</sup> Avenue NE.

AUTHORITY: Comprehensive Plan Policy UD-73, Map UD-1  
REVIEWER: Laurie Tyler, Land Use  
Molly Johnson, Transportation

**18. SPRING BOULEVARD GATEWAY**

As part of the Design Review for Phase 3, which includes Building E, the applicant shall design an appropriate gateway at the intersection of NE Spring Boulevard and 120<sup>th</sup> Avenue NE which is coordinated with the remaining 3 corners of this intersection.

AUTHORITY: Bel-Red Corridor Plan  
REVIEWER: Laurie Tyler, Land Use  
Molly Johnson, Transportation

**19. THE INTEGRATION OF ART**

The applicant shall integrate art into each phase of the MDP, including an installation within the Spring Boulevard Plaza, adjacent to NE Spring Boulevard and 120<sup>th</sup> Avenue NE (Phase 3). Art should complement the design of structures and be integrated into the site's public open spaces/plaza areas. Review and approval shall occur during the design review for each phase of development.

AUTHORITY: LUC 20.25D.150.B.5  
REVIEWER: Laurie Tyler, Land Use

**20. SIGN MASTER PLAN**

There are no implied approvals of proposed signage within this MDP approval. A comprehensive sign package/sign program for the MDP shall be submitted to the Development Services Department for review and approval through a Pre-Development Services (DC) application. Contents shall include but is not limited to:

- a. Location
- b. Lighting

- c. Color Palate
- d. Materials
- e. Design concept

Signage shall be the minimum necessary to convey information and shall be architecturally compatible and integrated with the building. Maximum letter and sign size shall be determined based on proposed location and other design criteria. Sign Code limitations are not a guaranteed maximum and cannot be exceeded. Final design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application (SA). Proposed signs for individual buildings, uses, and/or retail spaces will require separate sign permits and the design of all signage will be reviewed for consistency with the approved sign master plan for the MDP.

No freestanding signs, cabinet signs or signs above the rooftop are permitted except as permitted in the Sign Code Bellevue City Code 22B.10.

AUTHORITY: Bellevue City Code 22B.10 and Land Use Code 20.25D.150.F  
REVIEWER: Laurie Tyler, Development Services Department

#### **21. PUBLIC ACCESS SIGNAGE**

Given the proximity to the future 120<sup>th</sup> Light Rail Station within the Spring District, public access signage is required for all plazas and pedestrian connections through the development. The purpose of the signage is to indicate public access and an accessible route of travel through the development. Final design of the signage and placement will occur during Design Review for each phase/building within the development.

AUTHORITY: LUC 20.30F.145  
REVIEWER: Laurie Tyler, Land Use

#### **22. IMPERVIOUS SURFACE/LOT COVERAGE**

The maximum impervious surface/lot coverage is 75% MDP-wide. The impervious surface/lot coverage calculation shall be provided upon each design review application for each phase of development, along with a tracking document to show compliance with the overall MDP calculation.

AUTHORITY: LUC 20.25D.080.A  
REVIEWER: Laurie Tyler, Land Use

- B. PRIOR TO DESIGN REVIEW APPROVAL FOR A BUILDING OR PHASE OF DEVELOPMENT:** The following conditions must be complied with prior to any Design Review approval for a building or phase of development, prior to issuance of the approval:

## **TRANSPORTATION CONDITIONS**

### **23. TRAFFIC ANALYSIS AND CONCURRENCY REVIEW**

A concurrency analysis and a traffic analysis will be required to be submitted with the design review application for each project.

AUTHORITY: BCC 14.10.020 and 14.60.100  
REVIEWER: Molly Johnson, Transportation

## **LAND USE DIVISION AND ADDRESSING CONDITIONS**

### **24. DESIGN REVIEW**

Any phase of development on the site, including proposals for new buildings or site work, will require Design Review approval. The Design Review process will also require a Preapplication Conference prior to each Design Review submittal.

AUTHORITY: LUC 20.30F  
REVIEWER: Laurie Tyler, Land Use

### **25. COMPLIANCE WITH THE DESIGN REVIEW GUIDELINES, STANDARDS AND DIMENSIONAL REQUIREMENTS OF 20.25D & MDP CONDITIONS OF APPROVAL**

Each of phase of development shall demonstrate full compliance with the Land Use Code in effect of the date of this MDP approval, including but not limited to the Land Use Charts, Dimensional Requirements, FAR Amenity Incentive System, Landscape Development, Parking, Bel-Red Development Standards and Design Guidelines, and all Conditions of Approval as noted in this MDP.

AUTHORITY: LUC 20.25D and 20.30V  
REVIEWER: Laurie Tyler, Land Use

### **26. BUILDING HEIGHT, FORM & ARTICULATION**

Each phase of the MDP shall achieve diversity within the built environment by using a variety of building heights and forms, by articulating and modulating the building envelopes, and by using building rooflines and floorplates that break down the scale of the buildings and to help differentiate Bel-Red from Downtown.

AUTHORITY: LUC 20.25D.150  
REVIEWER: Laurie Tyler, Land Use

### **27. ARCHITECTURAL COMPATIBILITY**

All future proposed buildings shall “fit” with their architectural surroundings and relate to the development context, and comply with all design standards and guidelines in the Bel Red section of the Land Use Code – 20.25D. Architectural elements shall enhance the overall character of the area. Architectural elements should be scaled and detailed to the size of the building. The building forms, proportions, rhythms, exterior materials and colors should be compatible with the existing/future development of the area.

AUTHORITY: LUC 20.25D.150  
REVIEWER: Laurie Tyler, Land Use

**28. OUTWARD FOCUS OF BUILDINGS**

During the Design Review of individual buildings along the perimeter of the development (NE Spring Blvd., 120<sup>th</sup> Avenue NE, NE 12<sup>th</sup> Street), the applicant shall provide building designs that convey an outward focus toward the city streets as well as toward the interior of the development. The applicant shall incorporate the design guidelines of LUC 20.25D.150. The use of blank walls or flat, nondescript walls that are not articulated by any visual interest is not consistent with applicable design criteria.

AUTHORITY: LUC 20.25D.150, Bel-Red Subarea Policies S-BR-14, 18, 25  
REVIEWER: Laurie Tyler, Land Use

**29. PARKING REQUIREMENTS**

All parking requirements of the LUC must be met in any phase of development and no phase may depend on a subsequent phase to provide the required parking. Applications for Design Review shall show compliance with the minimum and maximum parking ratios for each proposed land use within the development.

AUTHORITY: LUC 20.25D.120  
REVIEWER: Laurie Tyler, Land Use

**30. ABOVE GRADE PARKING STRUCTURES**

Buildings which propose above grade parking structures shall be architecturally treated to conceal the parking structure from public view. Treatments may include, but are not limited to: materiality, color, texture, art and landscape screens.

AUTHORITY: LUC 20.25D.150  
REVIEWER: Laurie Tyler, Land Use

**31. RECYCLING AND SOLID WASTE COLLECTION**

With each design review application, the applicant shall document how recycling and solid waste will be collected. The applicant shall also provide a written document demonstrating that Republic Services, or any successor in interest to the Bellevue Waste Hauling franchise, has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for each building using current standards. In addition, all rights of way (public or private) and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.725  
REVIEWER: Laurie Tyler, Land Use

**32. LOADING**

Each building within each phase of development will require an off-street loading space which can access a public street. The standard requirement for a loading space is 10 feet wide by 55 feet long. The Director may waive the loading requirement if the property owner demonstrates that the development will not have any loading needs. Loading will need to be addressed under each design review application for each phase of development to comply with the land use code requirements.

AUTHORITY: Land Use Code 20.20.590.K.4  
REVIEWER: Laurie Tyler, Land Use

### **33. SHIELDED LIGHTS**

In order to mitigate potential impacts to adjacent properties, including other residents within the development, any light source emitting from the project area(s) shall be designed so as not to provide light and glare and spillover offsite. Cutoff shields shall be used.

AUTHORITY: Land Use Code 20.20.522  
REVIEWER: Laurie Tyler, Land Use

### **34. ADDRESSING OF LOTS, BUILDINGS, PARCELS and TRACTS**

The applicant shall contact Jami Fairleigh, Information Technology Department regarding the addressing of lots, buildings, parcels and/or tracts. Addressing shall be approved by the Fire Department and Transportation Department.

AUTHORITY: Uniform Fire Code 505  
REVIEWER: Jami Fairleigh, Information Technology Department  
Sean Nichols, Fire Department  
Molly Johnson, Transportation Department

- C. PRIOR TO CLEARING & GRADING PERMIT ISSUANCE:** The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements. These conditions must be complied with on plans submitted with the Clearing & Grading and Demolition permit applications, prior to issuance of the permit:

#### **CLEARING & GRADING DEPARTMENT CONDITIONS**

### **35. CLEARING AND GRADING PERMITS**

A Clearing and Grading permit is required for each phase of the development, per BCC 23.76.035. If individual buildings are constructed independent of the development phases, a separate Clearing and Grading Permit will be required for clearing and grading related to each building. The permit applications must be in accordance with the Clearing and Grading Code, as outlined in the submittal requirements and the Clearing and Grading Development Standards, which are available on the City of Bellevue website.

AUTHORITY: BCC 23.76  
REVIEWER: Janney Gwo

#### **TRANSPORTATION DEPARTMENT CONDITIONS**

### **36. CIVIL ENGINEERING PLANS – TRANSPORTATION**

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document.

All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
- c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights and related equipment.
- e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- f) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- g) Sight distance. Show the required sight triangles for pedestrian and vehicle sight distance and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
- h) Driveway landings on sloping approaches must meet the requirements for commercial development.
- i) Trench restoration within any right of way or access easement.

Specific requirements are detailed below.

- a) Central Drive and Road A shall meet the Bel-Red Local Road or Green Street standards.
- b) Road B shall meet the Bel-Red Green Street design standards or approved modification.
- c) Specific requirements for streets will be determined during design review for the first building to be constructed in each phase.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for each project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

AUTHORITY: BCC 14.60; Transportation Department Design Manual;  
Americans with Disabilities Act

REVIEWER: Molly Johnson, Transportation

- D. PRIOR TO BUILDING PERMIT ISSUANCE:** The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building Permit application, prior to issuance of the permit:

**TRANSPORTATION DEPARTMENT CONDITIONS**

**37. TRANSPORTATION IMPACT FEE**

Payment of the traffic impact fee will be required at the time of any building permit issuance. Removal of the existing buildings on the site will be eligible for impact fee credit on the first building permit issued. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16  
REVIEWER: Molly Johnson, Transportation

**38. EXISTING EASEMENTS**

Any transportation or utility easements contained on this site which are affected by this development must be identified. Any construction that will occur in the easements must be compatible with the easement language or the easements must be relinquished following City procedures.

AUTHORITY: BCC 14.60.100  
REVIEWER: Molly Johnson, Transportation

**39. EASEMENTS FOR SIGNAL CONTROL AND STREET LIGHT BOXES AND VAULTS**

The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100  
REVIEWER: Molly Johnson, Transportation

**40. SIDEWALK/UTILITY/PEDESTRIAN ACCESS EASEMENTS**

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

AUTHORITY: BCC 14.60.100  
REVIEWER: Molly Johnson, Transportation

**41. TRANSPORTATION MANAGEMENT PROGRAM**

The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080.

AUTHORITY: BCC 14.60.070; 080

REVIEWER: Molly Johnson, Transportation

**LAND USE DIVISION CONDITIONS**

**42. FAR AMENITY INCENTIVE SYSTEM**

Compliance with the Bel Red FAR Amenity Incentive System shall occur during the design review of each individual phase of development. Payment of amenity fees-in-lieu are required prior to issuance of any above grade building permit. Final calculation of amenity fees-in-lieu shall occur during building permit review.

AUTHORITY: LUC 20.25D.090  
REVIEWER: Laurie Tyler, Land Use

**BUILDING DEPARTMENT CONDITIONS**

**43. SINGLE-SITE AGREEMENT**

The Building Department requires the developer to provide legal documentation, prior to issuance of any building permit, that buildings will not cross property lines. Provide legal documentation that lot lines have been dissolved via a boundary line adjustment or provide a single site agreement. Example single site agreements are available upon request.

AUTHORITY: IBC 705.3  
REVIEWER: Bob Snyder, Building

**44. NO-BUILD COVENANT**

The Building Department requires legal documentation (title encumbrance) for an interim “no-build” covenant agreement for those areas north and east of proposed building C and north of proposed buildings B & F, separating the proposed phases 1B and 2 from Phase 3. This covenant will secure the required setbacks and fire separation distances between future buildings, underground parking and property lines until the project is completely built-out under the conditions of the single-site agreement. This encumbrance must be filed and recorded with King County, a copy of which must be submitted to the City prior to issuance of any Building permit. Example “no-build covenant agreements” are available upon request.

AUTHORITY: IBC 705, Chapter 2  
REVIEWER: Bob Snyder, Building

**45. ACCESSIBLE ROUTE OF TRAVEL**

At least one accessible route is required to be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to all accessible building entrances served. Building permit drawings are required to demonstrate that these requirements will be met.

AUTHORITY: IBC 1104.1  
REVIEWER: Bob Snyder, Building

**46. HIGH RISE CONSTRUCTION**

Proposed buildings which have an occupied floor or occupied roof located more than 75 feet above the lowest level of fire department vehicle access shall be constructed in accordance with the International Building Code Section 403 for high rise construction as amended by the State of Washington and the City of Bellevue. A dedicated emergency generator and exterior fueling location will be required.

AUTHORITY: IBC 1106; ICC A117.1-09. 502.6  
REVIEWER: Bob Snyder, Building

**E. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY**

**TRANSPORTATION DEPARTMENT CONDITIONS**

**47. STREET FRONTAGE IMPROVEMENTS**

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the City requires a delay.

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings.  
REVIEWER: Molly Johnson, Transportation

**48. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM**

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

AUTHORITY: BCC 14.60.070, 14.60.080  
REVIEWER: Molly Johnson, Transportation



Pine Forest Properties, Inc.

# TRANSIT-ORIENTED MASTER DEVELOPMENT PLAN

# Table of Contents

Request & Review Processes.....	3
Site Context.....	5
Site .....	8
Project Goals & Elements .....	10
Phasing.....	23
Floor Plans.....	26
Parking Plans .....	32
Landscape Plans.....	38
Impervious Surface Calculations.....	42
Preliminary Binding Site Plan .....	46
Project Development Program.....	47
Consistency with Land Use/Zoning Requirements .....	51

Attachments - Plans & Drawings

*PINE FOREST*  
PROPERTIES INC

February 7, 2018

Ms. Laurie Tyler

Development Services Department  
City of Bellevue  
450 – 110<sup>th</sup> Avenue NE  
P.O. Box 90012  
Bellevue, WA 98009-9012

RE: 10 Year Vesting Period Request for Project # 13-113123-LP

Ms. Tyler:

Pine Forest Properties is currently applying for a Master Development Plan with a phasing plan showing a project buildout over 10 years. We would like to request a 10 Year vesting period for this project as part of the MDP approval from the City of Bellevue.

Should you have any questions regarding this request, please contact Tiffany Brown, 425-454-1900 ext 234.

Sincerely,



Tiffany Brown  
Director of Land Development  
Pine Forest Properties, Inc

11980 NE 24th St., Suite 200 Bellevue, WA 98005-1576 425 454 1900 Fax: 425 451 3023

# Request and Review Processes

## REQUEST

Pine Forest Properties, Inc. (Pine Forest) requests approval of a Transit-Oriented Master Development Plan (TOMDP) for the phased redevelopment of approximately 8.35 acres in the BelRed Subarea from office/industrial/warehouse use to a mixed-use, transit-oriented development connected to the future light rail station at 120th Avenue NE and NE Spring Boulevard. At ultimate build-out, this mixed-use development will contain office space, neighborhood retail space, residential units, underground parking, plazas and open space, and new road and infrastructure facilities. The proposal includes demolition of three (3) buildings (approximately 131,574 gross square feet) and construction of six (6) new buildings. Development is anticipated to occur over three (3) phases. The first phase could begin in 2019 or 2020, depending on market/economic conditions and obtaining City of Bellevue development approvals.

The TOMDP will construct a total of approximately 889,200 gross (approximately 765,784 net) square feet with approximately 1,394 parking stalls. This total includes approximately 458,000 gross (approximately 412,200 net) square feet of office, 431,200 gross (353,584 net) square feet of residential, 6,000 gross square feet of neighborhood retail, and a network of plazas and open spaces.

At full build-out, the Pine Forest TOMDP will have an overall average of 2.65 FAR. The project will participate in the FAR Amenity Incentive System to incorporate more density and building height than allowed under the base FAR (1.0) and height limits (45 feet). The maximum building heights are 125 feet.

The Pine Forest TOMDP represents one potential development concept. This application does not include Design Review approval for any individual building. Design Review for individual buildings will occur under separate applications and will include separate project level threshold determinations under the State Environmental Policy Act.

The Pine Forest TOMDP is part of a larger vision within the BelRed Corridor to create a new Eastside community that complements the downtown and provides a new sustainable vision of urban living and working. This project will anchor the gateway into the new corridor, integrate and complement The Spring District, and assist in creating an identifiable and memorable place at the East Link rail station.

## REVIEW PROCESSES

A Master Development Plan is a Process II application (LUC 20.35.200) with an administrative decision by the Director of Development Services (LUC 20.30V). The SEPA Determination is also a Process II decision with an administrative decision by the Environmental Coordinator. Appeals are heard and decided by the Hearing Examiner for Process II applications. Minor changes to the approved MDP may be processed as a Land Use Exemption.

# Site Context

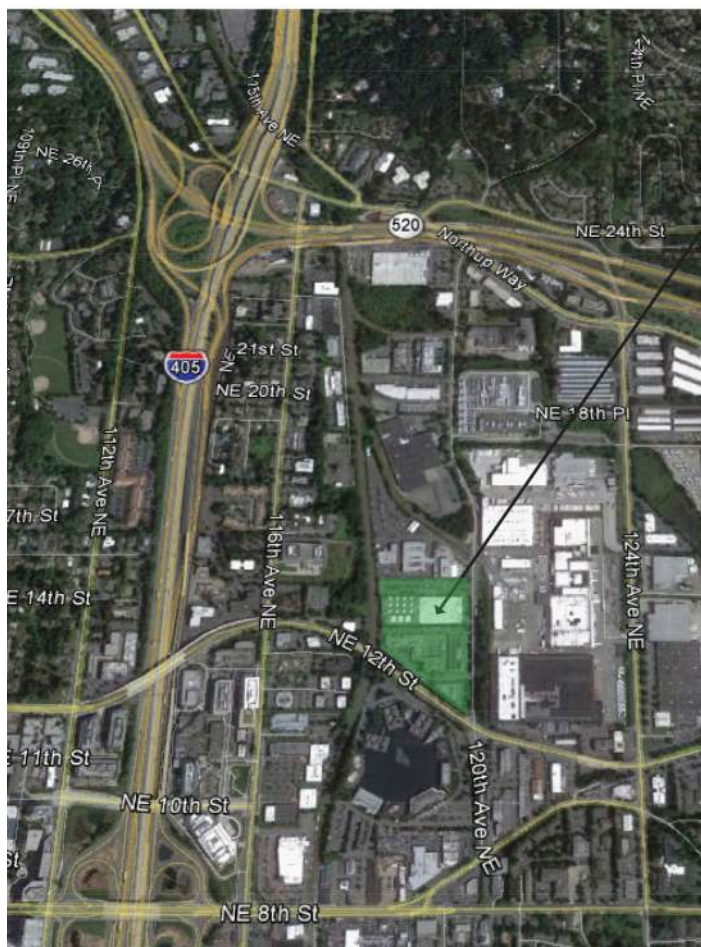
## DESCRIPTION

### SITE CONTEXT DESCRIPTION

The Pine Forest site is located in the BelRed Corridor of Bellevue and just north of Lake Bellevue. It is located immediately north of NE 12th Street and east of 120th Avenue NE. The north border will be formed by the new planned East Link Light Rail line and the new NE 15th Street extension (Spring Boulevard) rights-of-way. The site is close to two freeway systems: State Route 520 (about 0.3 miles to the north) and Interstate 405 (about 0.5 miles to the west). The site's current uses are professional office uses on the southern parcel and the northern parcel is being used for the light rail construction staging.

The Lake Bellevue neighborhood (restaurants/retail, office, multi-family uses) is located to the south of the site across NE 12th Street. The new planned Spring District development is immediately to the east, across 120th Avenue NE. A car dealership (Barrier Motors) is located to the north, across the new planned East Link Light Rail line and NE 15th Street. To the west is the old BNRR railroad corridor which will be utilized by a regional path (Eastside Rail Corridor) and the East Link rail line. Across the old BNRR railroad corridor are several medical office buildings. To the east of Lake Bellevue and south of the Spring District is a small triangle of light industrial uses.

### SITE VICINITY MAP



**Site Location**

# Site Context

## CONNECTION TO SOUND TRANSIT

A primary feature of this TOMDP is its connection to the mass transit system, Sound Transit's future East Link light rail line. The East Link rail line will provide connections from The Spring District to downtown Bellevue, Seattle and Redmond. The Spring District project will include a station adjacent to the NE Spring Blvd. and 120th Avenue NE intersection called the "120th Avenue NE station". The TOMDP will further the viability and vitality of the 120th Avenue NE station by locating high density uses in close proximity.

Construction of this future light rail line and station is targeted to open in 2023. The East Link line, as well as NE Spring Blvd., will obtain property within the original boundaries of the existing site in order to construct the transportation improvements.



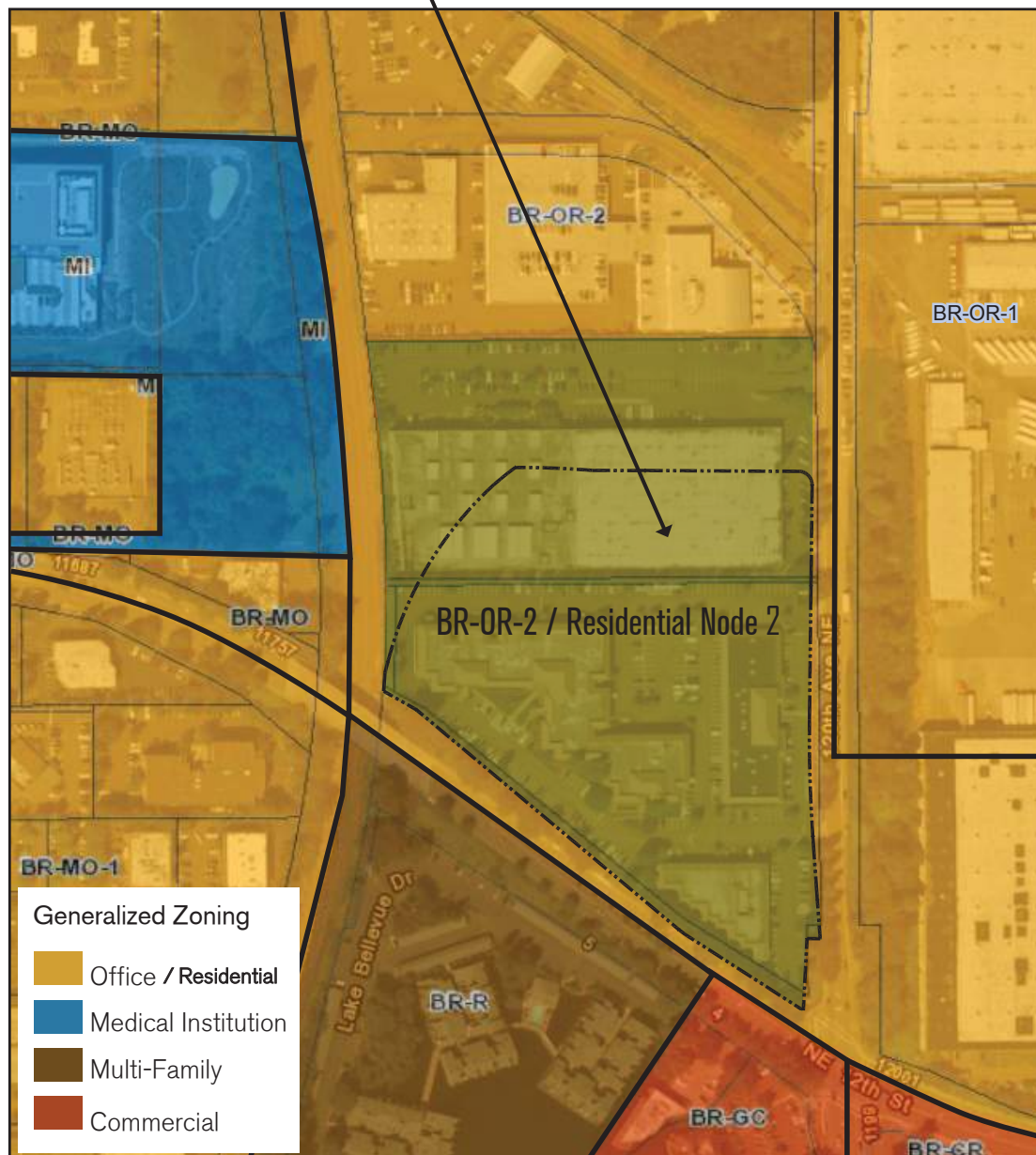
# Site Context

## ZONING

Zoning: BR-OR-2

Original Parcel Extents Shown in Green

Approximate / Anticipated Site Boundary  
Based on Future Parcel Line Adjustments



# Site

## SITE DESCRIPTION

The Pine Forest site consists of the following three parcels:

KC Parcel No.	Square Feet	Acres
109910-0005	238,097*	5.47*
109910-0001	5,366	.12
109910-0025	258,969	5.95

*\*Note: 1.82 of the 5.47 acres will be released to PF and is incorporated in this MDP.*



The northern-most parcel is approximately 5.47 acres in size and is currently used by the City of Bellevue for Spring Boulevard construction staging activities and ROW for the light rail line and Spring Boulevard. 1.82 acres of the north property will be returned to Pine Forest once construction activities are completed for the infrastructure projects. This area is on the illustrative site plan on page 6 of this document.

A small, thin parcel lies between the north and south parcels. This parcel is 0.12 acres in size with a width of approximately 11 feet. There is no building or parking on this parcel.

The south parcel is approximately 5.95 acres in size and has three (3), one and two story office buildings totaling approximately 131,574 gross square feet. These buildings are primarily used for professional offices and some light industrial uses. More than 85 percent of the site is covered with impervious surfaces (buildings, driveways and parking). There are approximately 345 parking spaces surrounding the three buildings on this parcel. The proposed site plan incorporates the following property line adjustments:

- COB acquisition on the north property line for Spring Blvd roadway improvements and Sound Transit East Link light rail alignment.
- Surplus City of Bellevue right-of-way acquisition on the south property line by Pine Forest along NE 12th Street. This area is approximately 0.54 acres.

Over the phasing of this development, all existing structures will be demolished.

# Site

## EXISTING CONDITIONS: SOUTH PARCEL



*Looking north, 120th Ave NE to the right*



*Internal site view, looking northwest*



*Looking south along 120th Ave NE*



*Looking south along 120th Ave NE*



*Internal site view, looking east. NE 12th Street to the*



*Looking west across 120th Ave NE*

# Project Goals & Elements

## MASTER DEVELOPMENT PLAN GOALS

The applicant has identified four goals for the Pine Forest Master Development Plan:

**1. Establish the entrance and identity for the new BelRed Corridor incorporating the East Link Light Rail Line and NE Spring Blvd.**

This site is the primary gateway into the BelRed corridor from the west. Either by automobile on NE Spring Blvd, by light rail, or by non-motorized transportation, Pine Forest will be the first community seen and experienced within this new district. This entrance provides a unique opportunity for seamless connections to the East Link rail station and The Spring District to create a place for high activity, vitality and experiences.

**2. Connect to the future East Link rail station on 120th Avenue NE.**

This project is adjacent to the East Link rail line and across the NE Spring Blvd / 120th Avenue NE intersection from the East Link rail station. The Pine Forest TOMDP site design connects to the Spring Boulevard/120th Avenue NE intersection at grade with the buildings, office plaza and residential street to the west. The east-west residential connection and office plaza connects physically

to the rail station and provides a seamless at-grade experience. This maximizes the pedestrian experience and accessibility, enables a seamless transition from the light rail station through the project and contributes to the identifiable, vibrant and high amenity place at the station.

**3. Create a complementary project to Downtown Bellevue.**

Create a project that does not compete with, but complements downtown Bellevue by providing transit-oriented development that is an attractive alternative consistent with the planning goals of the BelRed Corridor.

**4. Create a distinct and livable residential community.**

Close proximity to the East Link rail station at 120th Avenue NE will enhance access to and from the site for residents and employees. The TOMDP open spaces and plazas are designed to visually and physically connect with all public streets and the East Link rail station. The plazas and open spaces flow internally and provide enhanced experiences for pedestrians and other users within and through the site.



*The vision: Perspective view of the Pine Forest development concept at full build-out*

# Project Goals & Elements

## ILLUSTRATIVE SITE PLAN



# Project Goals & Elements

## PROJECT ELEMENTS

Pine Forest will be a unique, transformative project for the BelRed area. A few key project elements are identified below:

### LIMITED SURFACE PARKING

There is very limited surface parking proposed with this project. Street parking is shown around the internal private street network. All remaining vehicular parking is below ground.

### PEDESTRIAN AND VEHICULAR CIRCULATION WITHIN THE SITE

There will be clear pedestrian connections within the site. The project provides sidewalks along the local, interior private streets. The landscaped plazas, open spaces, and pedestrian trail will contribute to a desirable pedestrian experience with a variety of settings and textures. Residents and employees, as well as the general public, can walk or bike through or along the perimeter of the site to reach the East Link station. The local, private streets will provide a clear connection for vehicles, residents, employees and visitors using the site.

### PUBLIC OPEN SPACE

A major design goal of this TOMDP is to create a highly walkable urban experience within the project and provide alternative pedestrian connections from the Spring District/120th light rail station through the site to Lake Bellevue and other areas to the south. This connection will complement the one provided to Lake Bellevue through The Spring District and create meaningful open spaces for users, residents and visitors. Along this pedestrian connection there are several distinctive landscaped areas that step down the slope toward Lake Bellevue. Each of these open spaces has a unique character and provides a varied and enriching pedestrian experience.

At the corner of NE Spring Blvd and 120th Ave. NE is a gateway plaza that will support ground-floor retail and public gathering, as well as incorporating a gateway public art feature per the BelRed Corridor Plan. This gateway will also serve as an initial public entrance to the project's other open space features and plazas.

A public office plaza, located adjacent to the NE Spring Blvd and 120th Avenue NE intersection, is a predominately hardscaped environment which also serves as the front door and arrival court for the proposed office buildings in the project. Within this environment there will be retail space at the base of the office buildings that will provide opportunities to activate the plaza with outdoor dining, sales and public art.

The Woonerf access street for the western residential buildings is visible through the public office plaza. This provides the forecourt and entry to the three residential buildings in this location. This low volume and low speed street will provide an access point for autos to the underground parking garage serving this complex. Parking stalls are located to provide drop off and deliveries in this location. Sidewalks on both sides of the Woonerf access street connect to the central spine sidewalk system as well as the office plaza area.

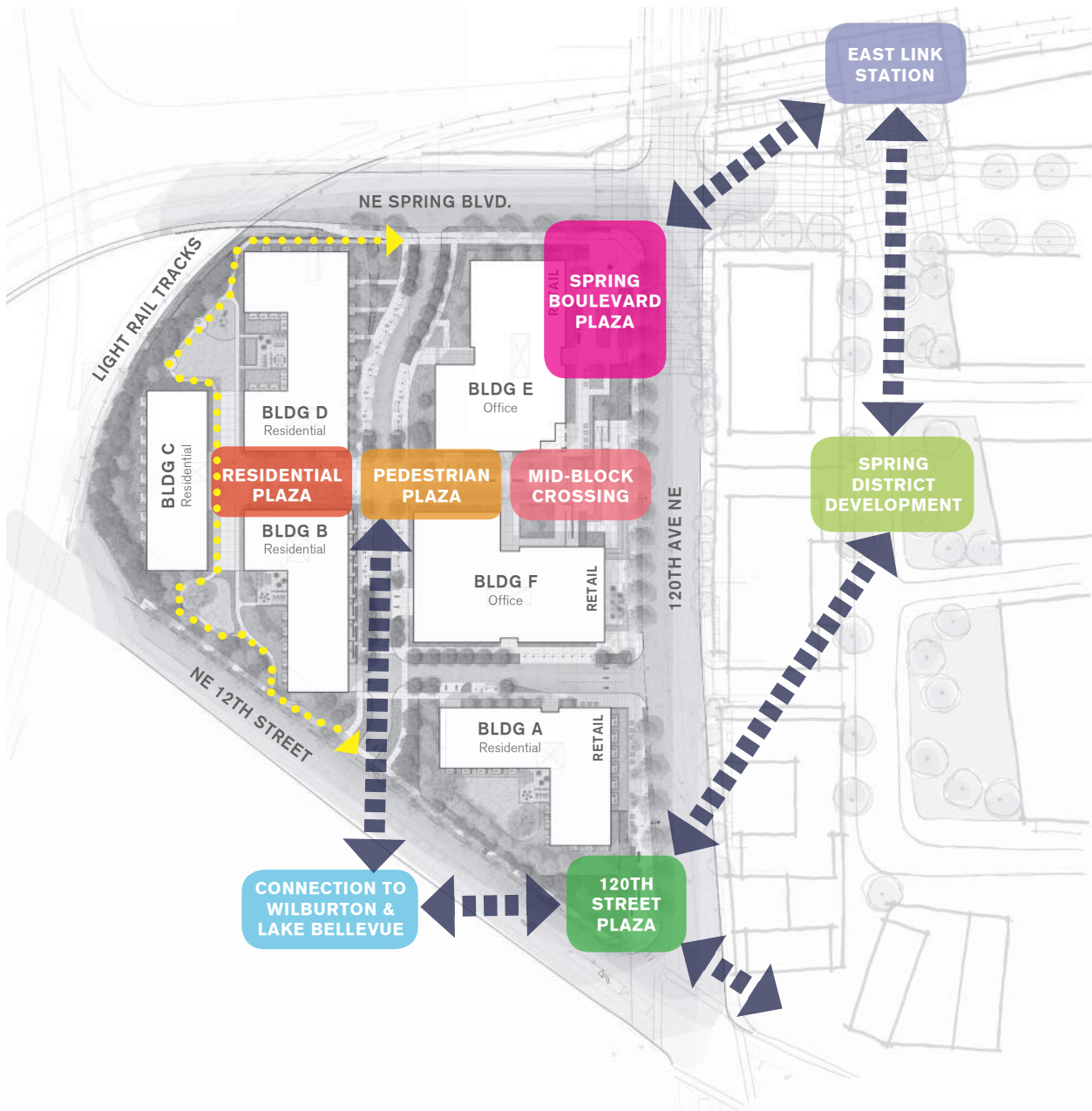
Along with these major features, other notable open space elements include:

- Nature trail: A gravel or wood chip trail providing informal circulation around the west portion of the site, connecting to all areas of the project and to the public street system surrounding the site.
- Residential terraces: Private amenity areas supporting each residential building
- Accessible connection to 120th Avenue NE: An open stairway feature with handicap accessible ramps is integrated into the office plaza. This feature opens up and connects the development to the public realm along 120th Avenue NE.
- Retail spaces: Retail spaces are located in Building A, Building E and Building F. The retail space in Building E is adjacent to the Spring Boulevard Plaza and will visually connect to the 120th Avenue Light Rail Station. The retail space in Building F is at the corner of the major access point to the site. The retail spaces will activate the plaza areas and provide pedestrian amenities along the 120th Avenue NE street frontage.

# Project Goals & Elements

## PUBLIC SPACES – CONNECTIONS

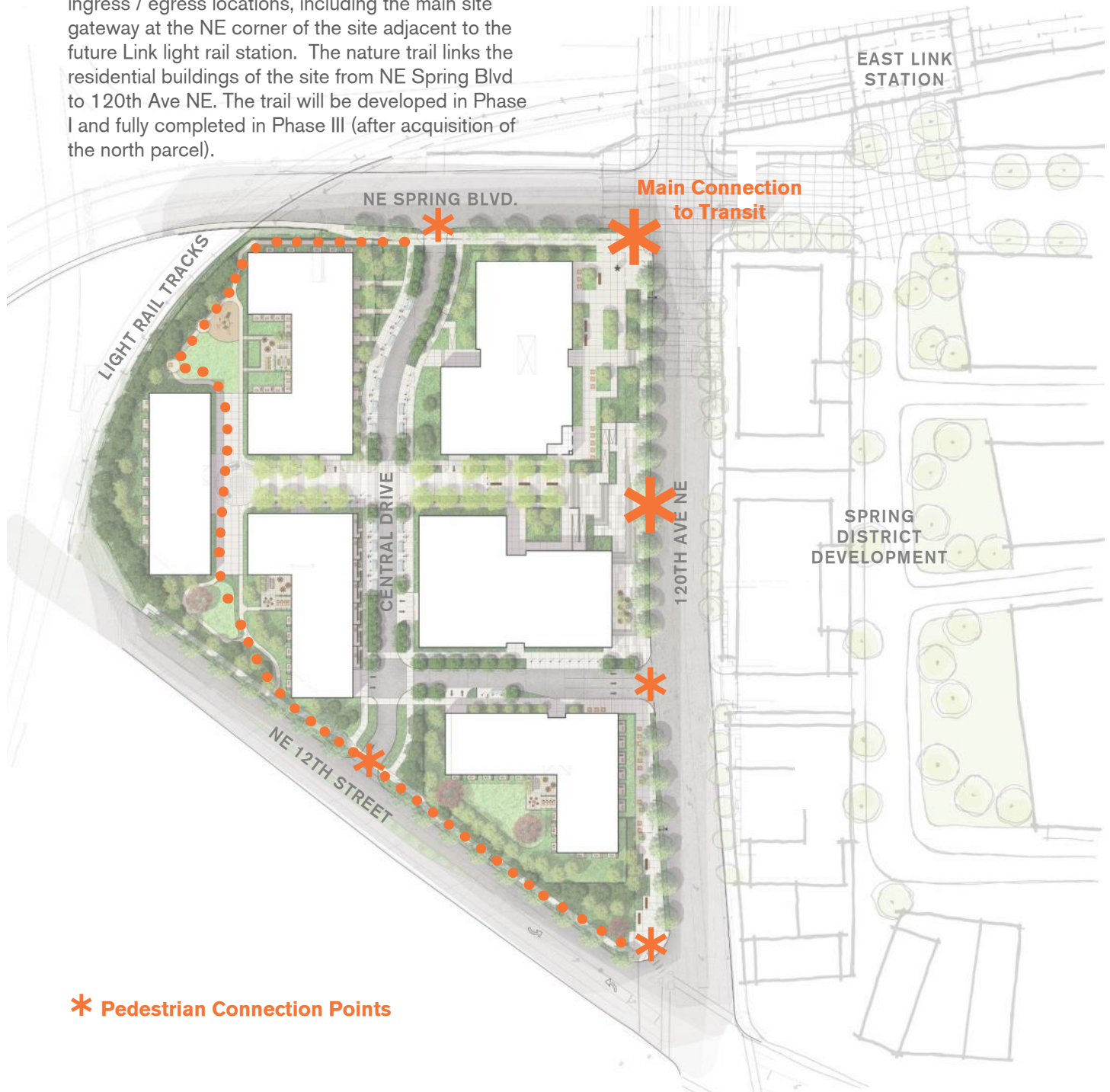
### OPEN SPACES CONNECTIONS DIAGRAM



# Project Goals & Elements

## PEDESTRIAN CONNECTIONS

Pedestrian connections are highlighted at key site ingress / egress locations, including the main site gateway at the NE corner of the site adjacent to the future Link light rail station. The nature trail links the residential buildings of the site from NE Spring Blvd to 120th Ave NE. The trail will be developed in Phase I and fully completed in Phase III (after acquisition of the north parcel).



**\* Pedestrian Connection Points**

# Project Goals & Elements

## LANDSCAPE PLAN



# Project Goals & Elements

## 1 SPRING BOULEVARD PLAZA



Plaza at corner that supports retail and public gathering as well as incorporating art per Bel-Red Corridor Plan Figure 3.1.



# Project Goals & Elements

## 2 MID-BLOCK CROSSING

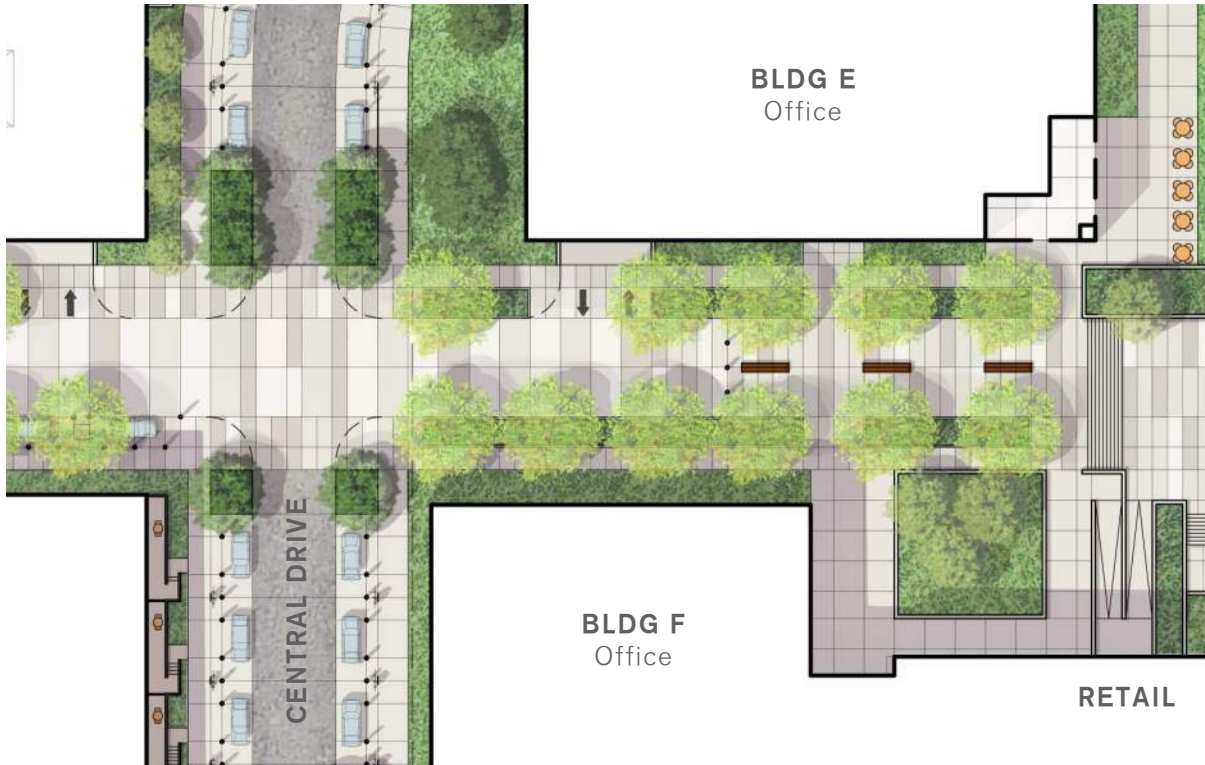


Terraced steps and ramps with planting throughout. Designed to be open and inviting as well as ADA accessible.



# Project Goals & Elements

## 3 PEDESTRIAN PLAZA



Public gathering spaces designed for pedestrian movement and lunchtime seating opportunities.



# Project Goals & Elements

## 4 GREEN STREETS



Pedestrian oriented streetscape with biofiltration planting, seating and parallel parking.



# Project Goals & Elements

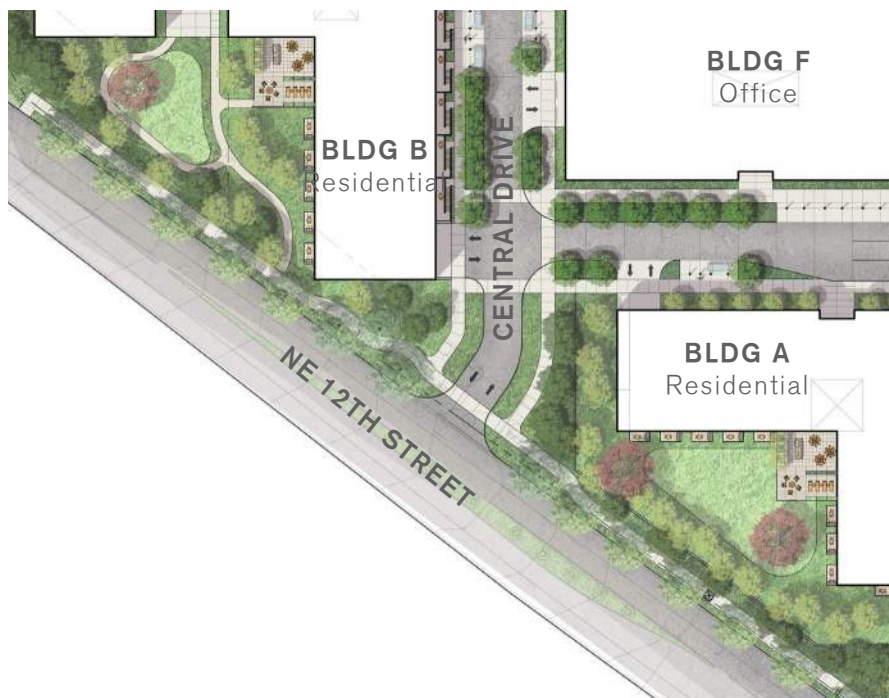
## 5 120TH STREET PLAZA



Plaza at corner that supports retail and pedestrian activity and screening for residential units.



## 6 NE 12TH STREET FRONTAGE IMPROVEMENTS

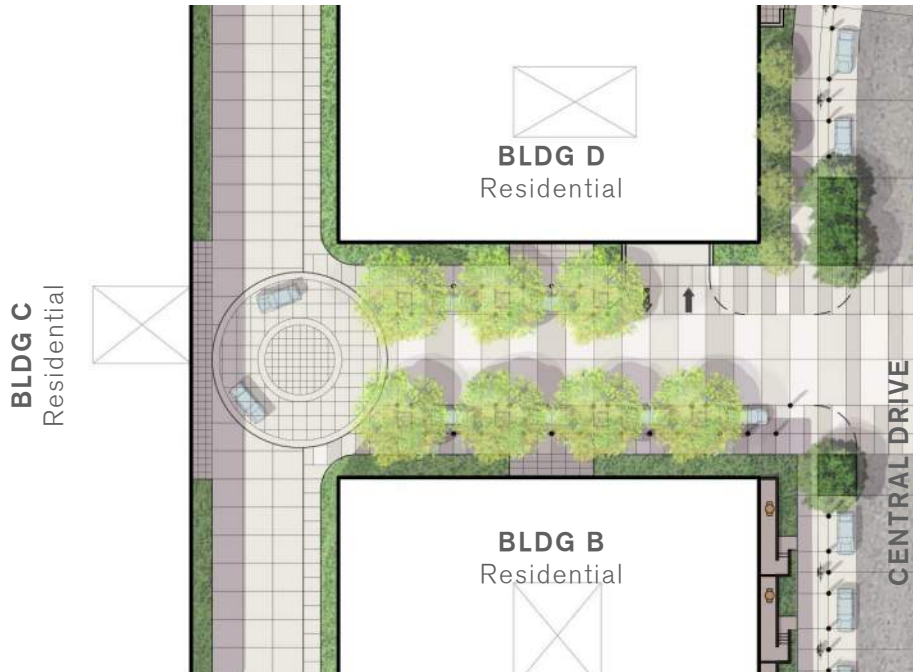


Widened sidewalk with seating and full evergreen planting to screen parking garage.



# Project Goals & Elements

## 7 RESIDENTIAL PLAZA



Pedestrian oriented plaza space with seating and curbside vehicular drop-off at each building entry as well as some parallel parking.



## 8 RESIDENTIAL TERRACES



Private amenity terraces supporting each residential building.



# Project Goals & Elements

## PLANTING PALLETTE

### DECIDUOUS TREES

*Acer rubrum* 'Armstrong' - 'Armstrong' Red Maple  
*Cercidiphyllum japonicum* - Katsura  
*Nyssa sylvatica* - Black Tupelo  
*Cercis canadensis* - Eastern Redbud  
*Gleditsia triacanthos* - Honey Locust  
*Zelkova serrata* - Japanese Zelkova

### EVERGREEN TREES

*Thuja plicata* - Western Red Cedar  
*Tsuga mertensiana* - Mountain hemlock

### SMALL ACCENT TREES

*Cornus kousa* - Japanese Dogwood  
*Magnolia x loebneri* 'Leonard Messel' - Loebner magnolia

### EVERGREEN SHRUBS

*Hebe* 'Red Edge' - Red Edge Hebe  
*Raphiolepis umbellata* 'Minor' - Dwarf Yedda Hawthorn  
*Rhododendron x 'Cunningham's White'* - White Rhododendron  
*Rosmarinus officinalis* 'Blue Spires' - Blue Spires Rosemary  
*Sarcococca hookeriana* var. *humilis* - Himalayan Sweet Box

### DECIDUOUS SHRUBS

*Cornus kelseyii* - Kelsey Dogwood  
*Fothergilla gardenii* - Dwarf Fothergilla  
*Spiraea betulifolia* 'Tor' - Birch-Leaf Spirea  
*Viburnum plicatum tomentosum* 'Mariesii' - Doublefile Viburnum

### GRASSES / FERNS / GROUNDCOVER

*Helictotrichon sempervirens* - Blue Oat Grass  
*Carex testacea* - Orange Sedge  
*Calamagrostis 'Karl Foerster'* - Feather Reed Grass  
*Nassella tenuissima* - Mexican feather grass  
*Blechnum spicant* - Deer Fern  
*Asarum caudatum* - Wild Ginger  
*Euphorbia amygdaloides* var. *robbiae* - Wood spurge  
*Miscanthus sinensis* 'Little Kitten' - Little Kitten Maiden Grass  
*Liriope muscari* 'Big Blue' - Big Blue Lilyturf  
*Lonicera pileata* - Moss Green Privet Honeysuckle  
*Maianthemum racemosum* - False Solomon's Seal  
*Pachysandra terminalis* - Japanese Spurge

### PERENNIALS

*Astilbe chinensis* 'Visions' - Visions Astilbe  
*Ligularia 'The Rocket'* - Rocket Ligularia  
*Hosta* sp  
*Hemerocallis x 'Stella de Oro'* - Dwarf Daylily  
*Helleborus orientalis* - Lenten rose  
*Rudbeckia hirta* - Black-eyed Susan  
*Salvia 'May Night'* - May Night Sage

### STORMWATER PLANTING

*Carex obnupta* - Slough Sedge  
*Juncus patens* - Spreading Rush  
*Iris douglasiana* - Douglas iris



*Acer rubrum* 'Armstrong'



*Nyssa sylvatica*



*Zelkova serrata*



*Magnolia* 'Leonard Messel'



*Cornus kousa*



*Euphorbia amygdaloides*



*Hebe* 'Red Edge'



*Raphiolepis umbellata*



*Miscanthus* s. 'Little Kitten'



*Cornus kelseyii*



*Fothergilla gardenii*



*Spiraea betulifolia* 'Tor'



*Salvia* 'May Night'



*Nassella tenuissima*



*Juncus patens*

# Project Goals & Elements

## PHASING

### PHASING OVERVIEW

Development of the site is planned to occur in three (3) phases, with an integrated sequence of infrastructure and building development.

The first phase includes the construction of three residential buildings, Buildings A, B and C. These buildings comprise approximately 291,200 GSF (238,784 NSF) and accompanying infrastructure along the south-western portion of the property. Phase1 may be completed independently as Phase IA and Phase IB. Phase IA includes Building A with ground floor retail along 120th Avenue NE, one level of above grade parking and associated infrastructure and site improvements. Phase IB includes Buildings B and C, a two level underground parking garage, associated infrastructure and site improvements.

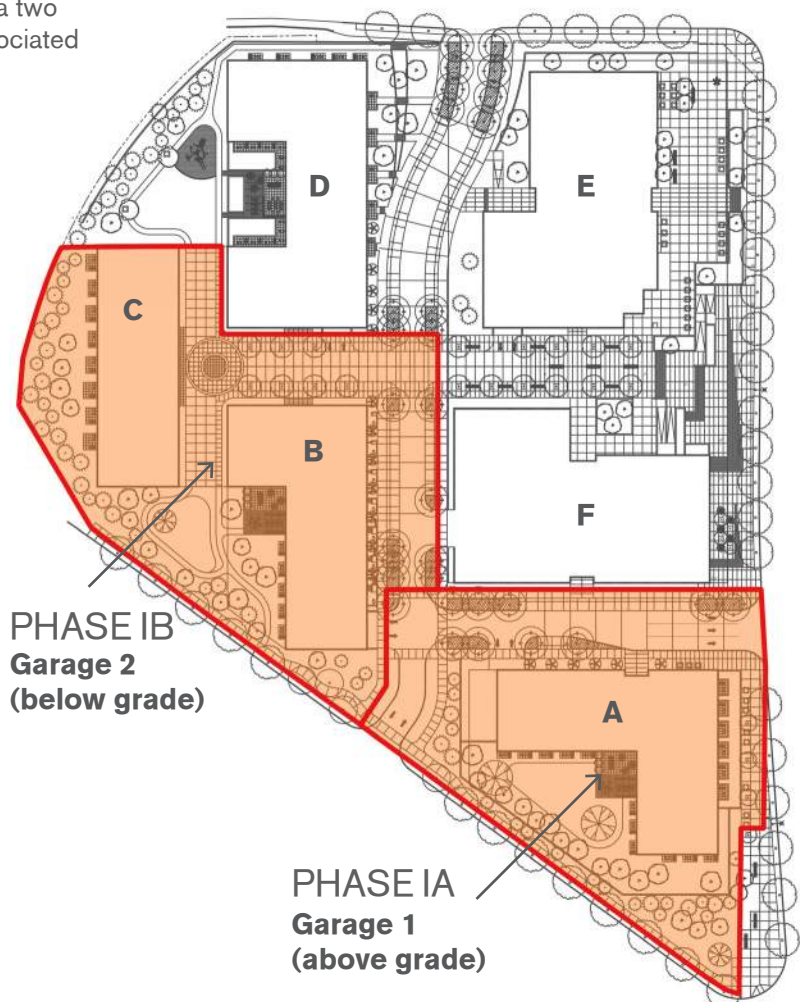
### PHASE I

TIMING: 2019/2022

#### DESCRIPTION:

Phase I includes demolition of two existing buildings and the construction of three residential buildings (denoted as buildings 'A', 'B', and 'C') totaling 291,200 GSF (238,784 NSF) and accompanying road and utility infrastructure along the south-western portion of the property. Two parking garages will be constructed to serve these residential buildings. Building A parking garage is one level above grade and provides 84 stalls. Building B and C parking garage is a two level underground garage and provides 250 stalls.

*Note: Building A and Buildings B and C may be completed independently of each other in sub-phases of Phase I (as Phase "IA" and Phase "IB").*



# Project Goals & Elements

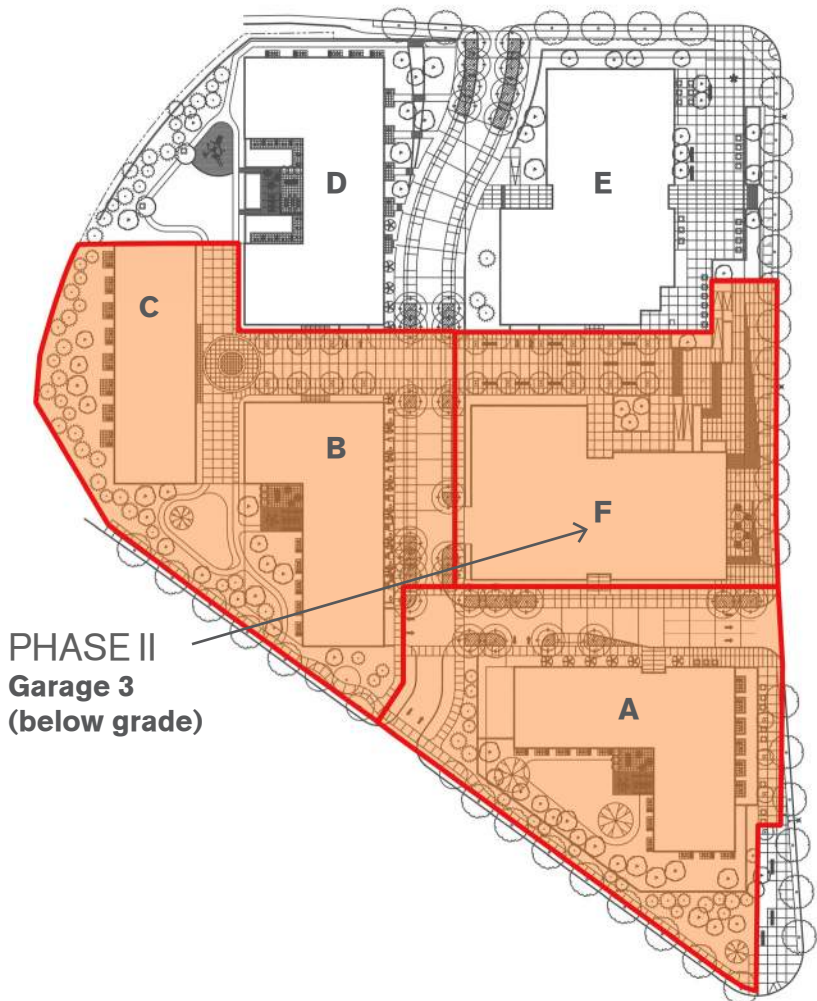
## PHASING

### PHASE II

TIMING: ~2020 /2023

#### DESCRIPTION:

Phase two includes an 8-story, 207,200 GSF (186,480 NSF) office building, a portion of which will contain ground-floor retail (Building F), and a 168,138 SF, 380-stall below-grade parking garage (parking garage 3). A landscaped plaza fronting along the north- and east- facing facades of the office building, associated infrastructure and site improvements will also be included in this phase. The mid-block connection to 120th Avenue NE will be constructed as part of this phase



# Project Goals & Elements

## PHASING

### PHASE III

TIMING: ~2024

#### DESCRIPTION:

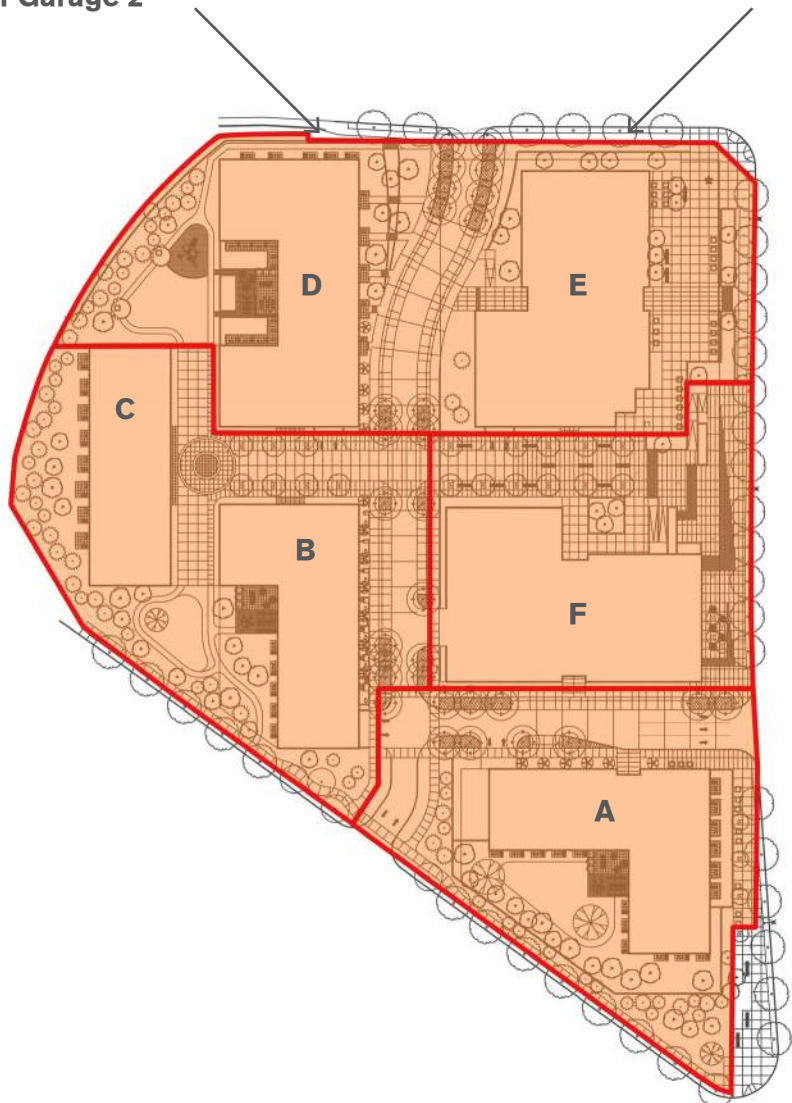
Phase III includes the addition of a nine-story, 252,000 GSF (226,800 NSF) office building, a portion of which will contain ground floor retail (building E) along with a landscaped plaza fronting the south- and east-facing building facades. A residential building (building D), directly to the west of building E, will also be constructed in this phase. Building D is a six-story, 138,000 GSF (113,600 NSF) building with 140 residential units.

Parking is provided for Building E by expanding Garage 3 by 152,771 SF to the north, creating 508 additional parking stalls. Parking for Building D is provided by expanding Garage 2 by 73,660 SF to the north, creating 172 parking stalls.

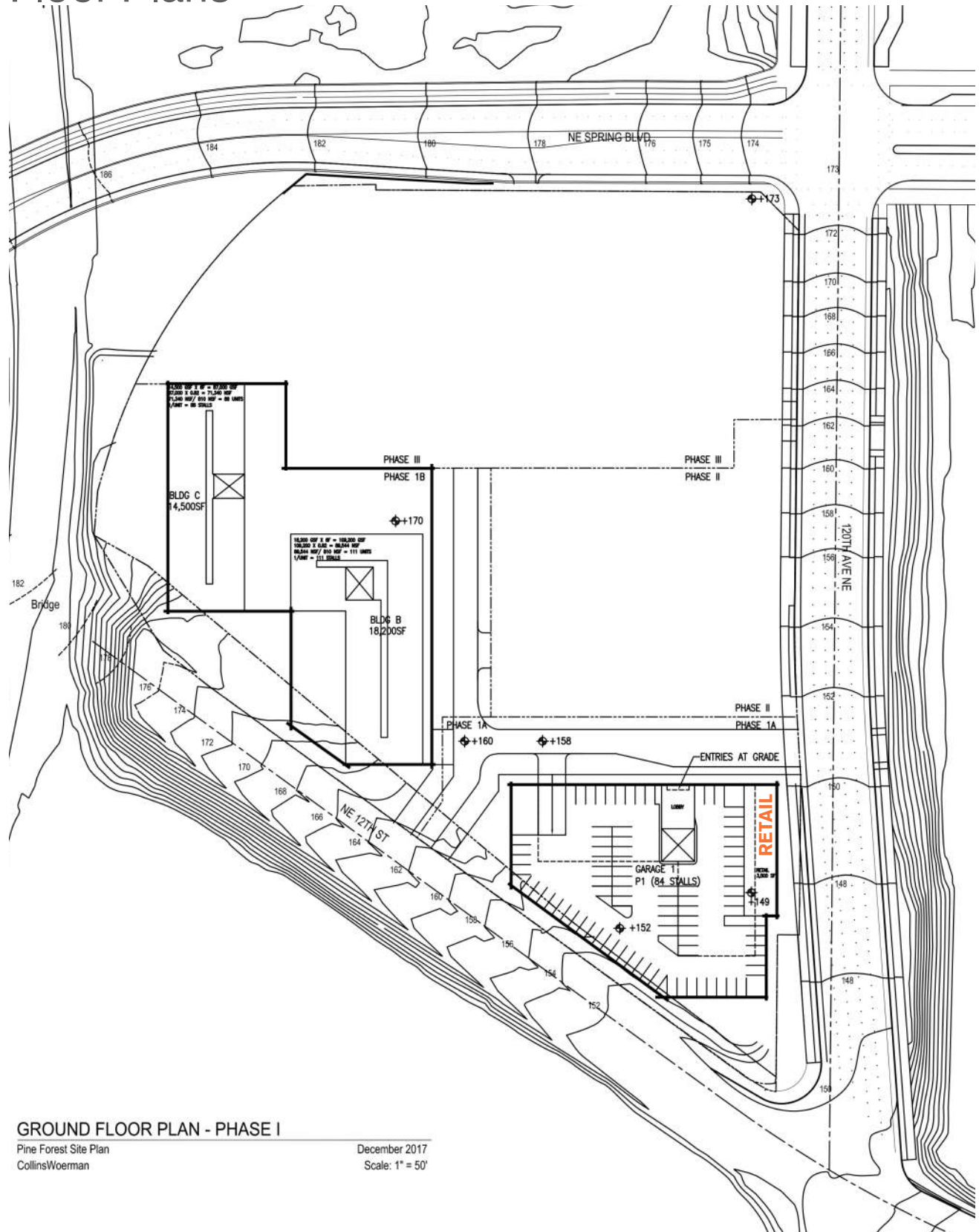
**NOTE:** Phase III will not occur until the City of Bellevue and Sound Transit release the construction easement currently on the property.

PHASE III  
Expansion  
of Garage 2

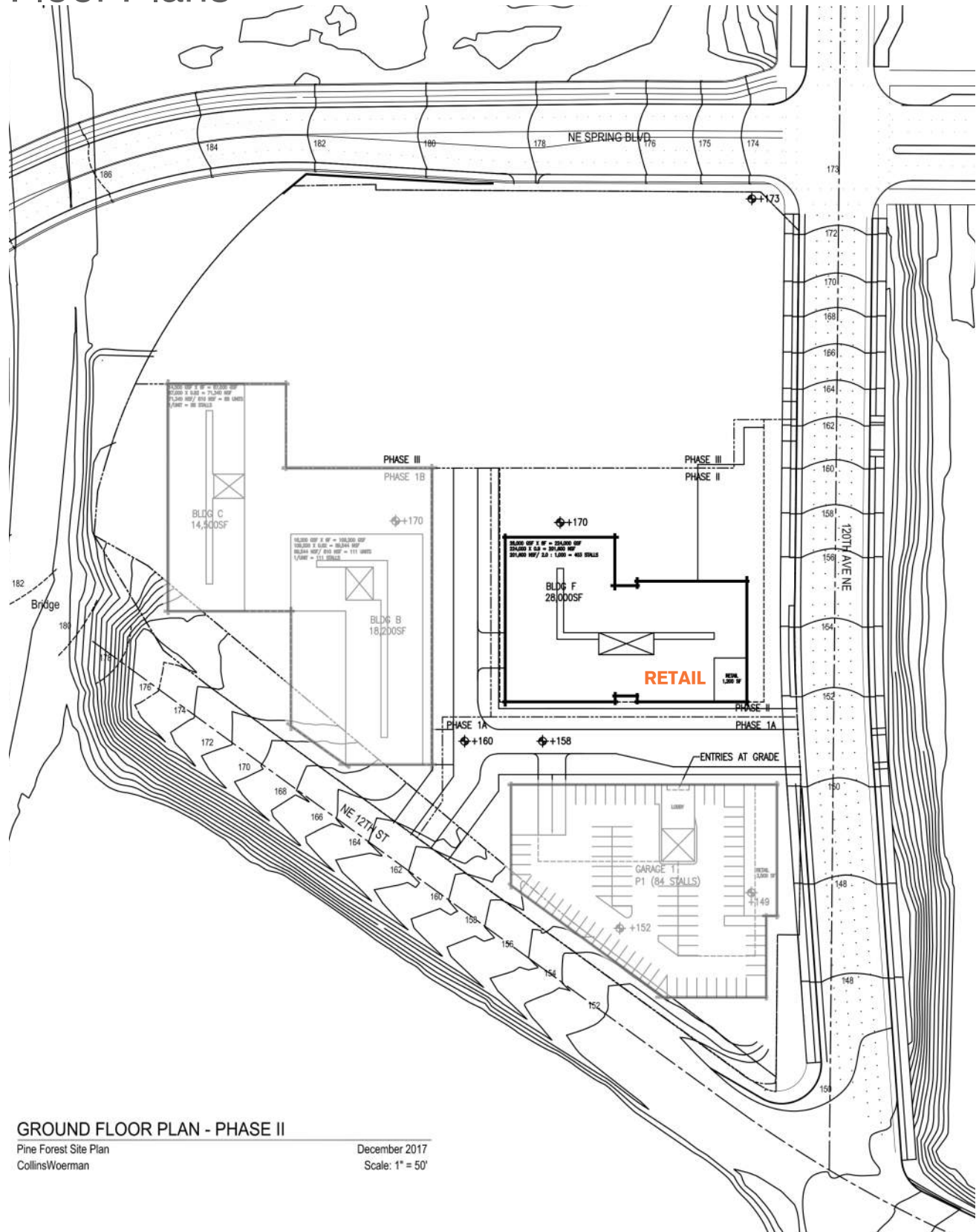
PHASE III  
Expansion  
of Garage 3



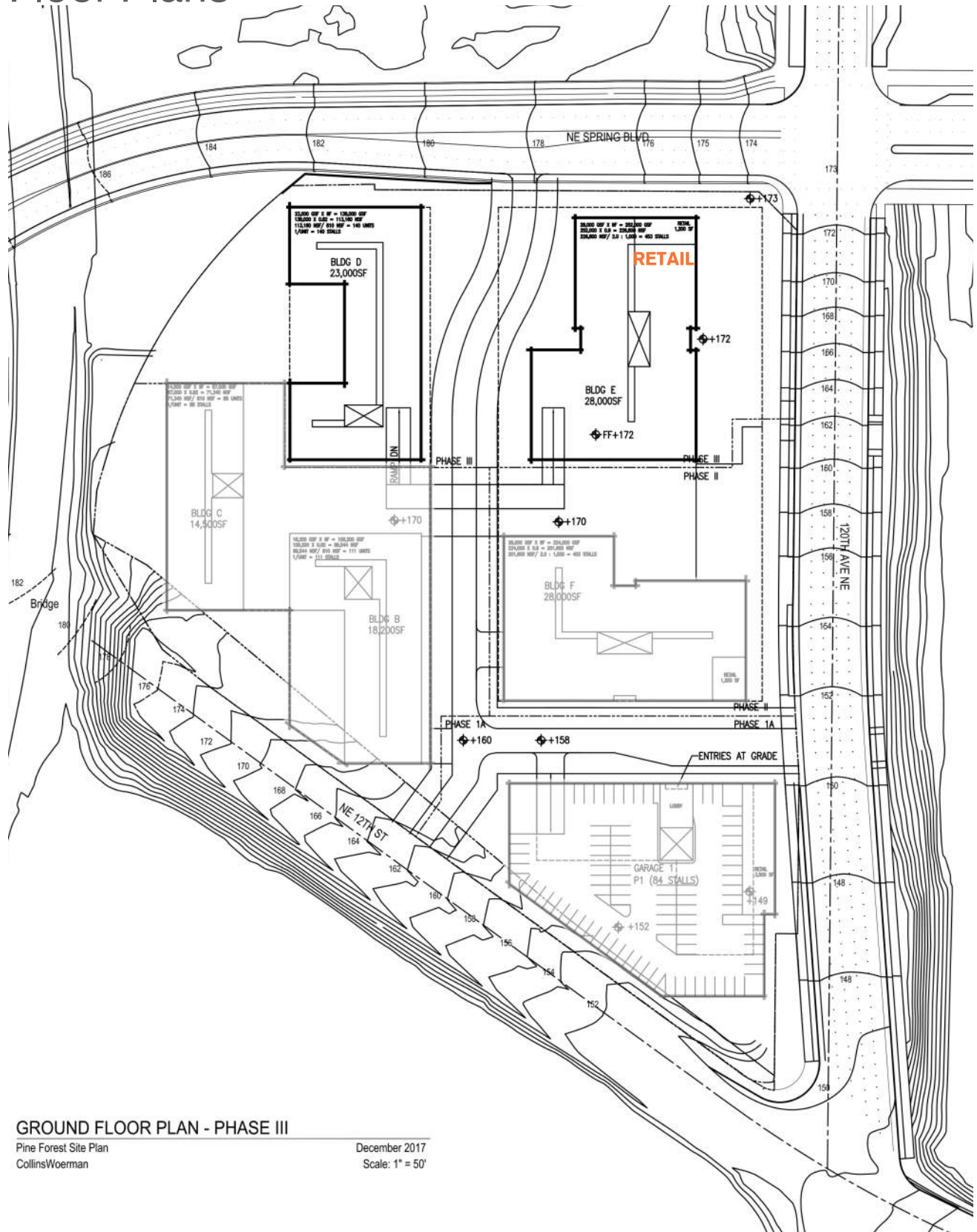
# Floor Plans



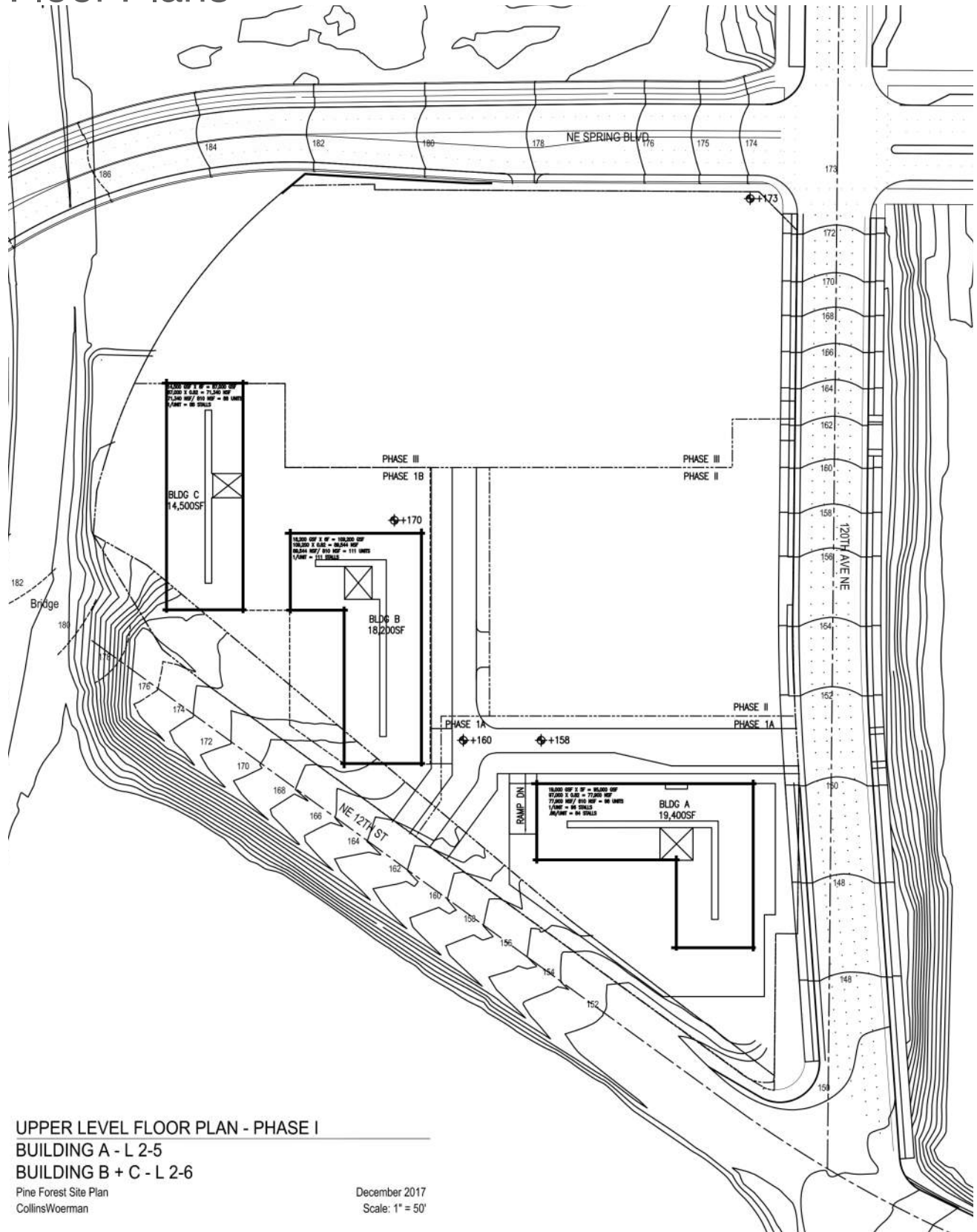
# Floor Plans



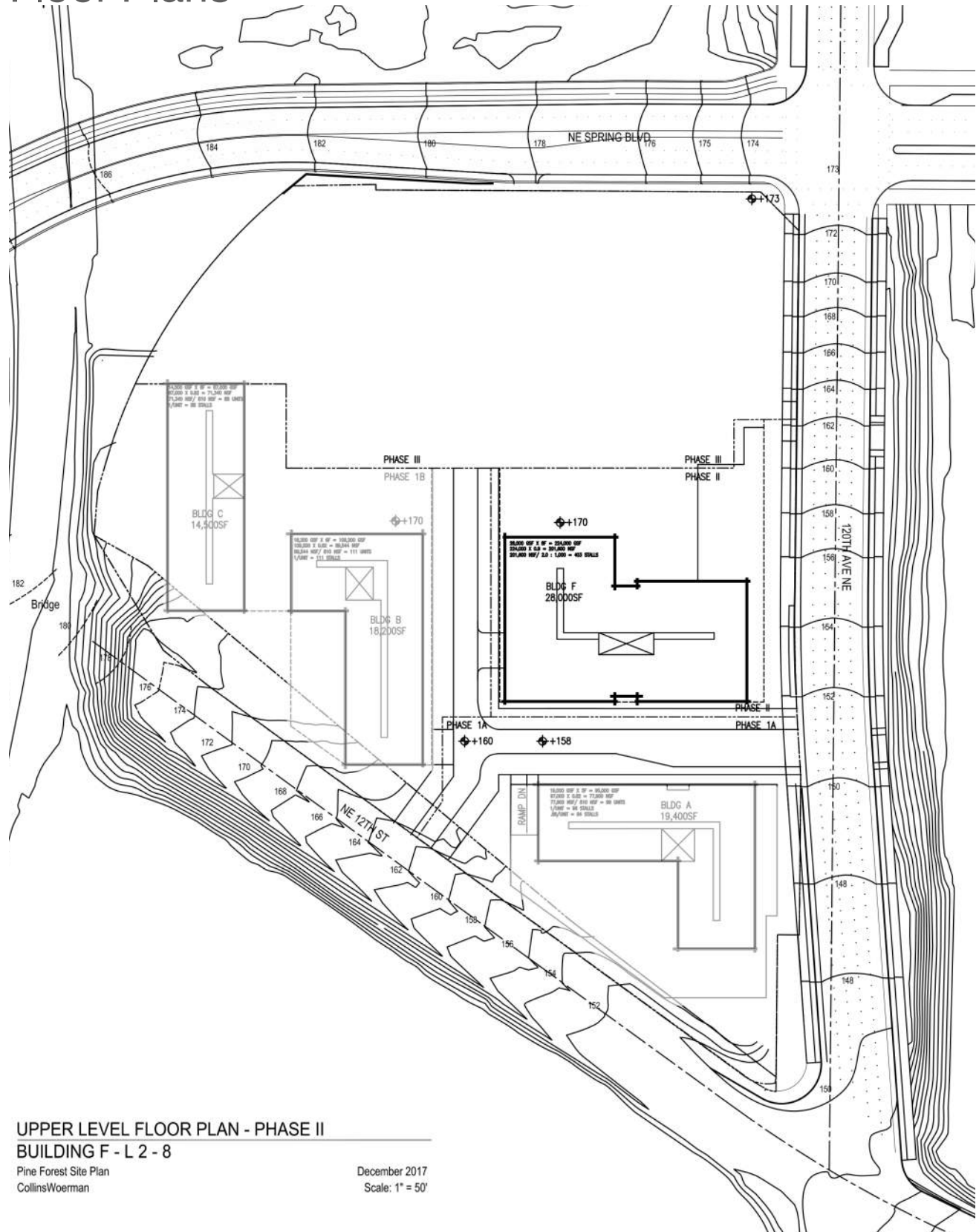
# Floor Plans



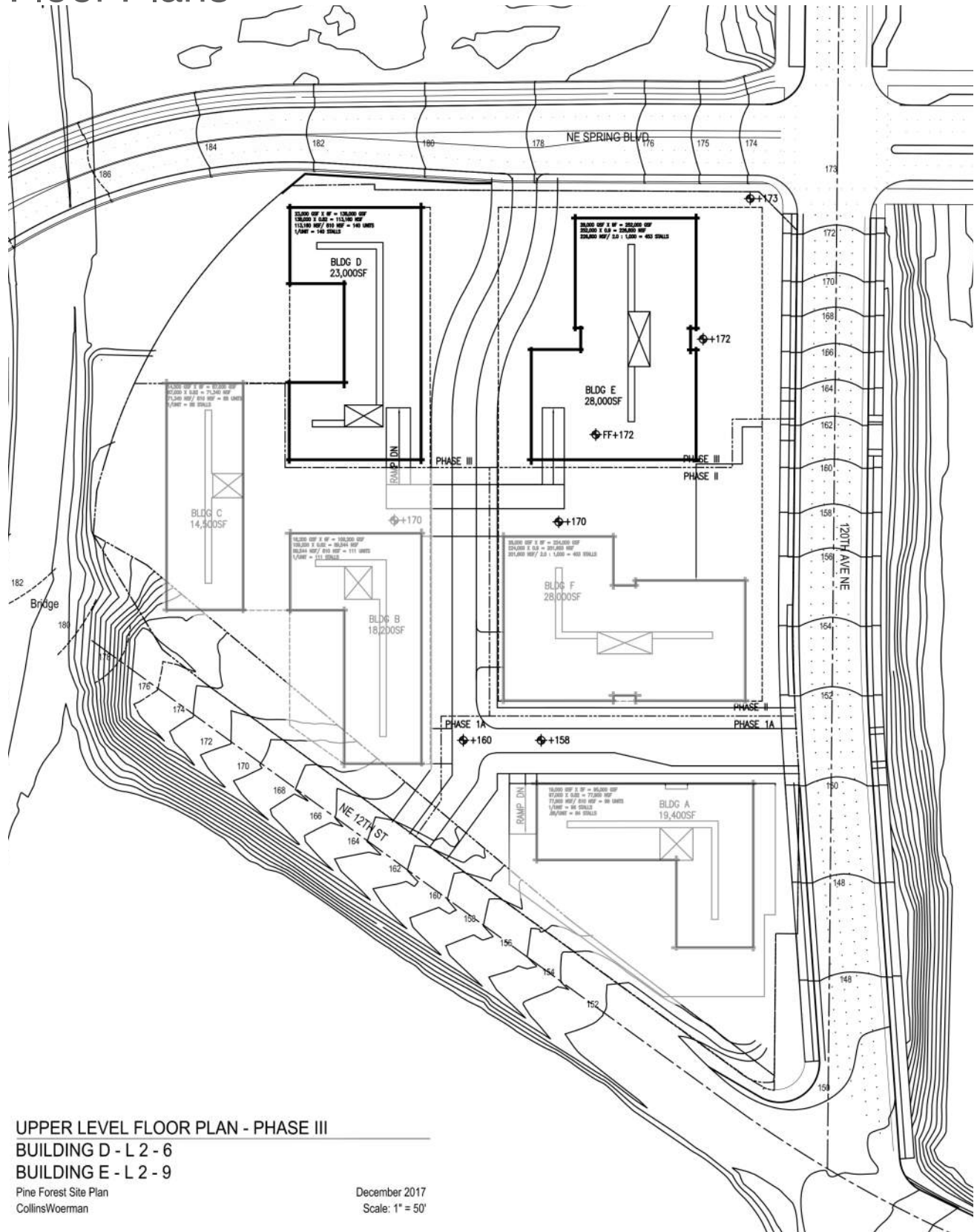
# Floor Plans



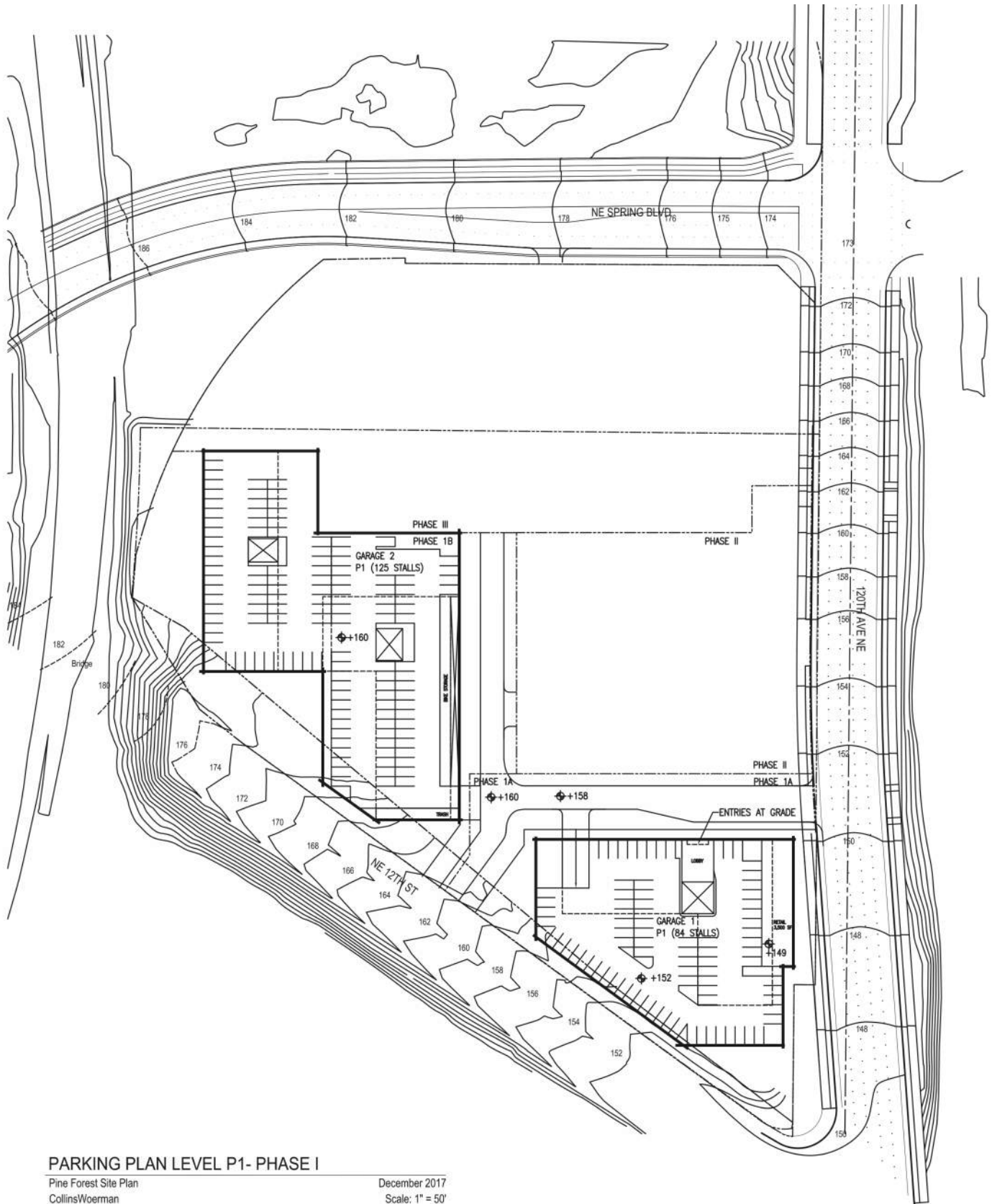
# Floor Plans



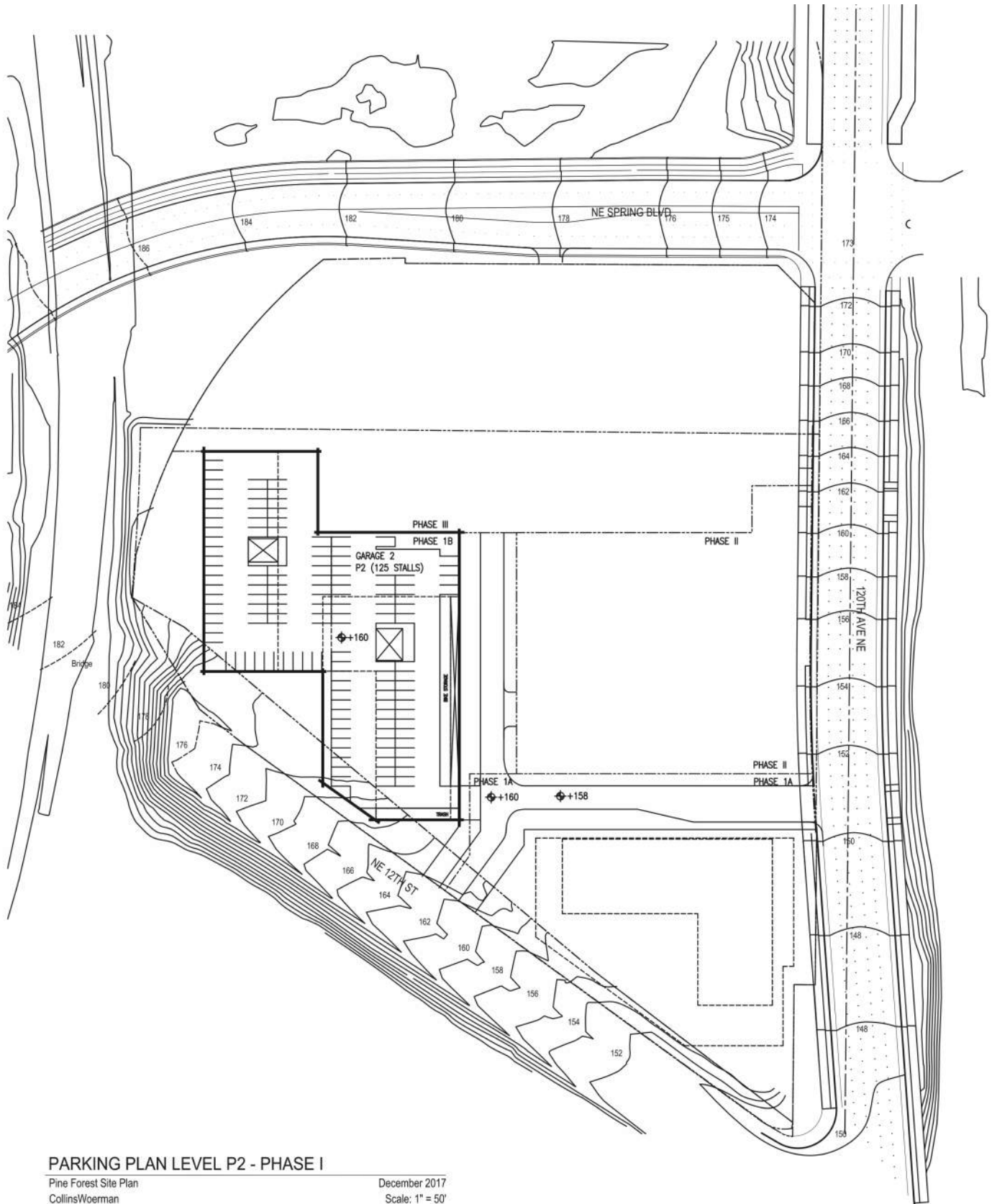
# Floor Plans



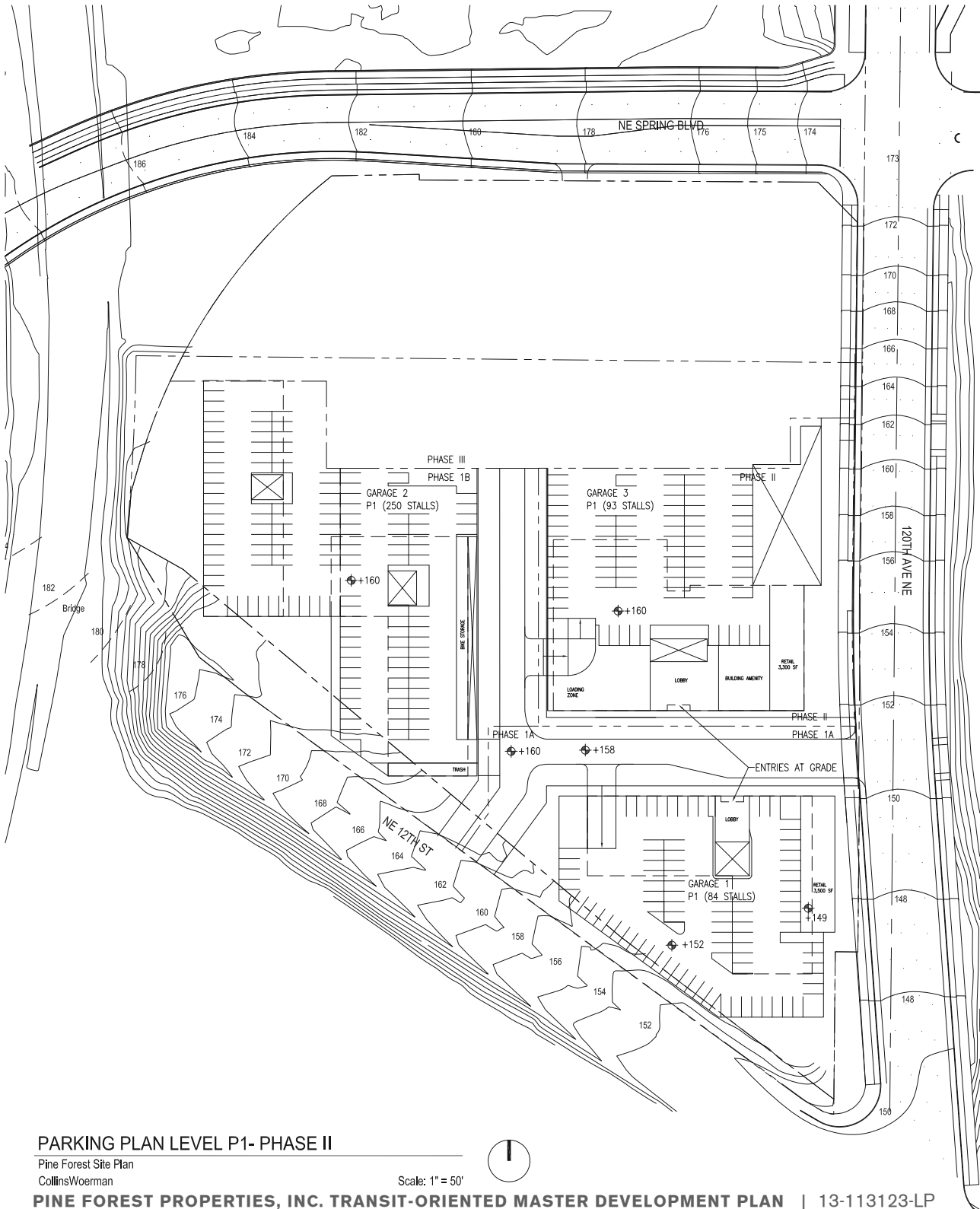
# Parking Plans



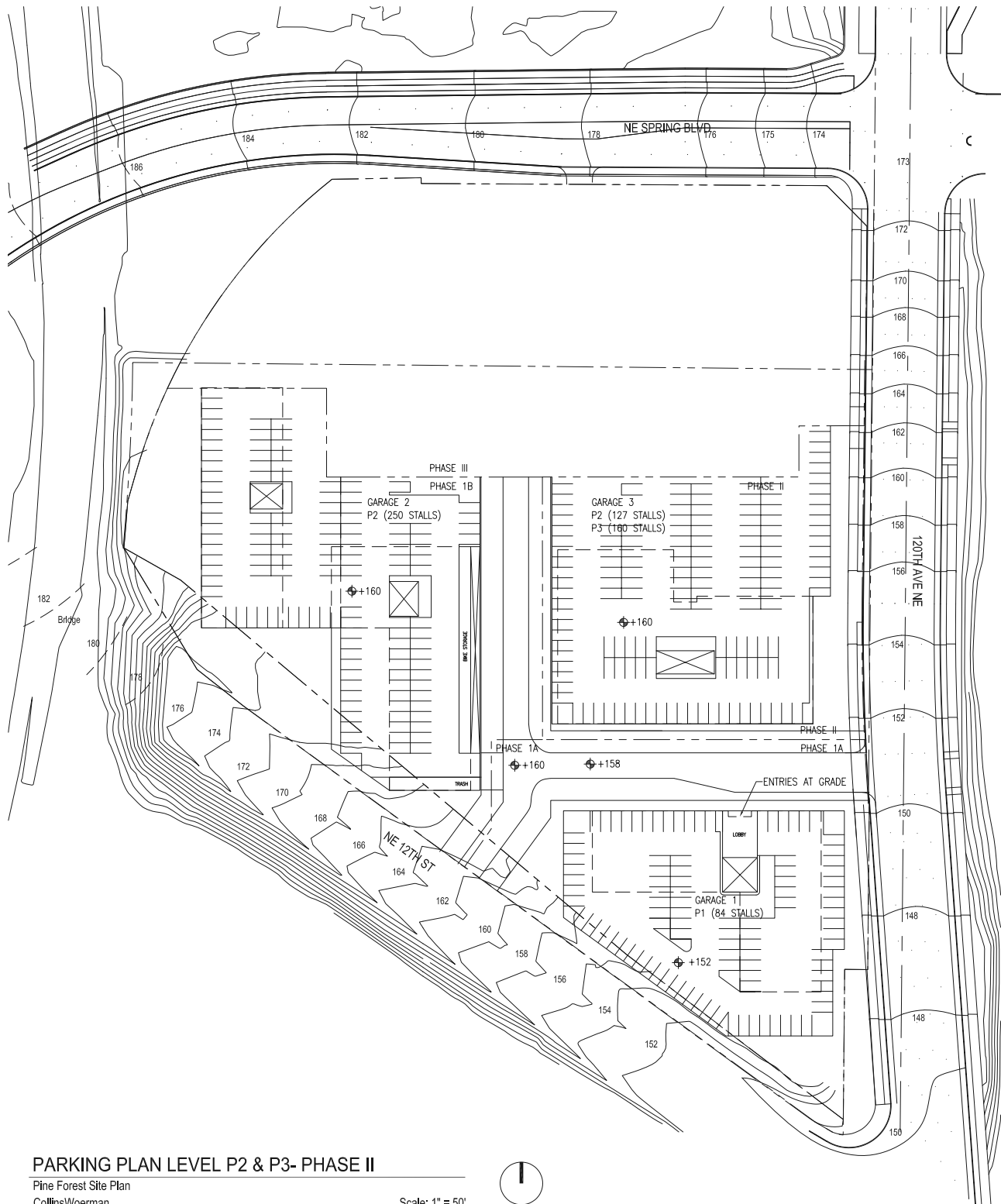
# Parking Plans



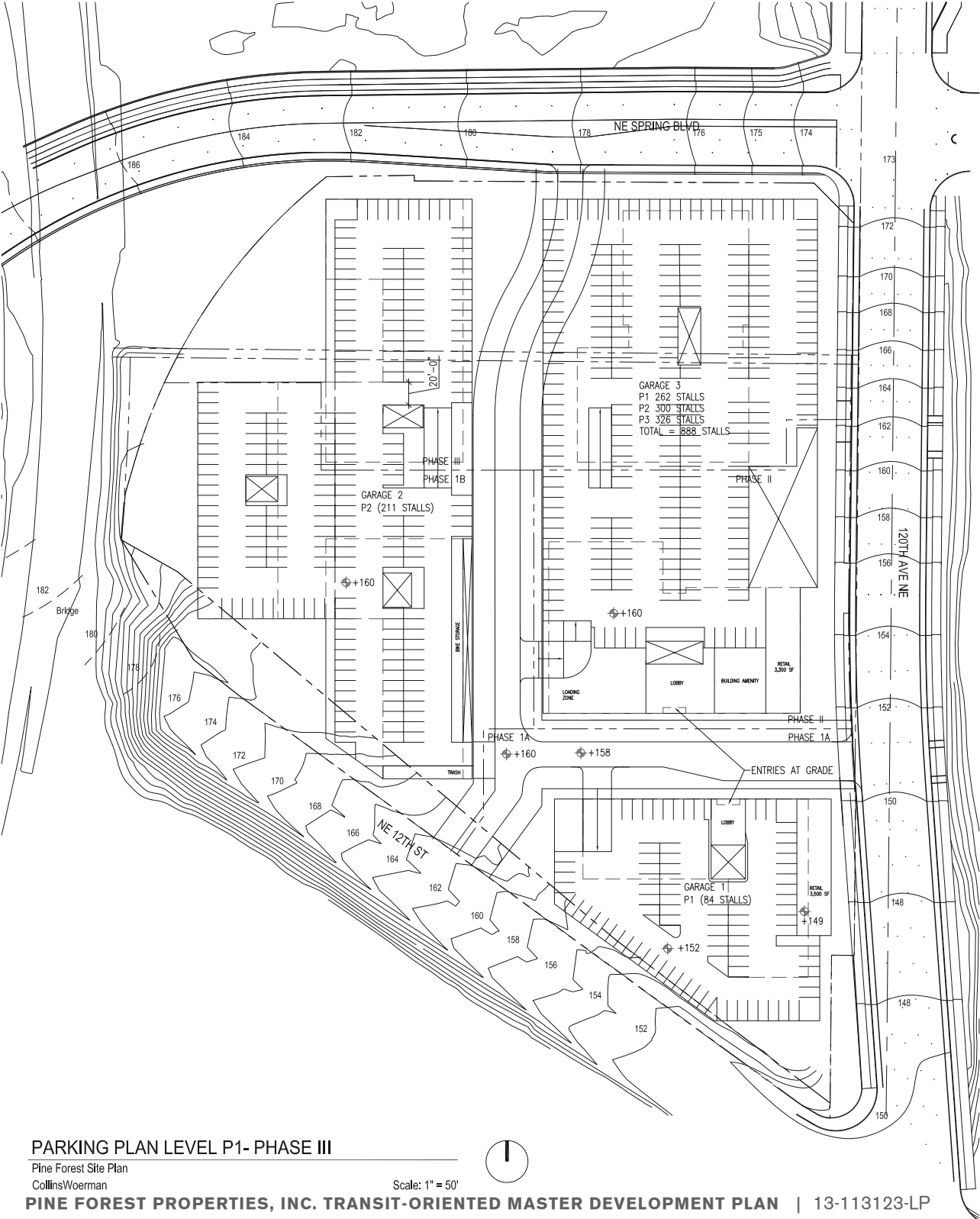
# Parking Plans



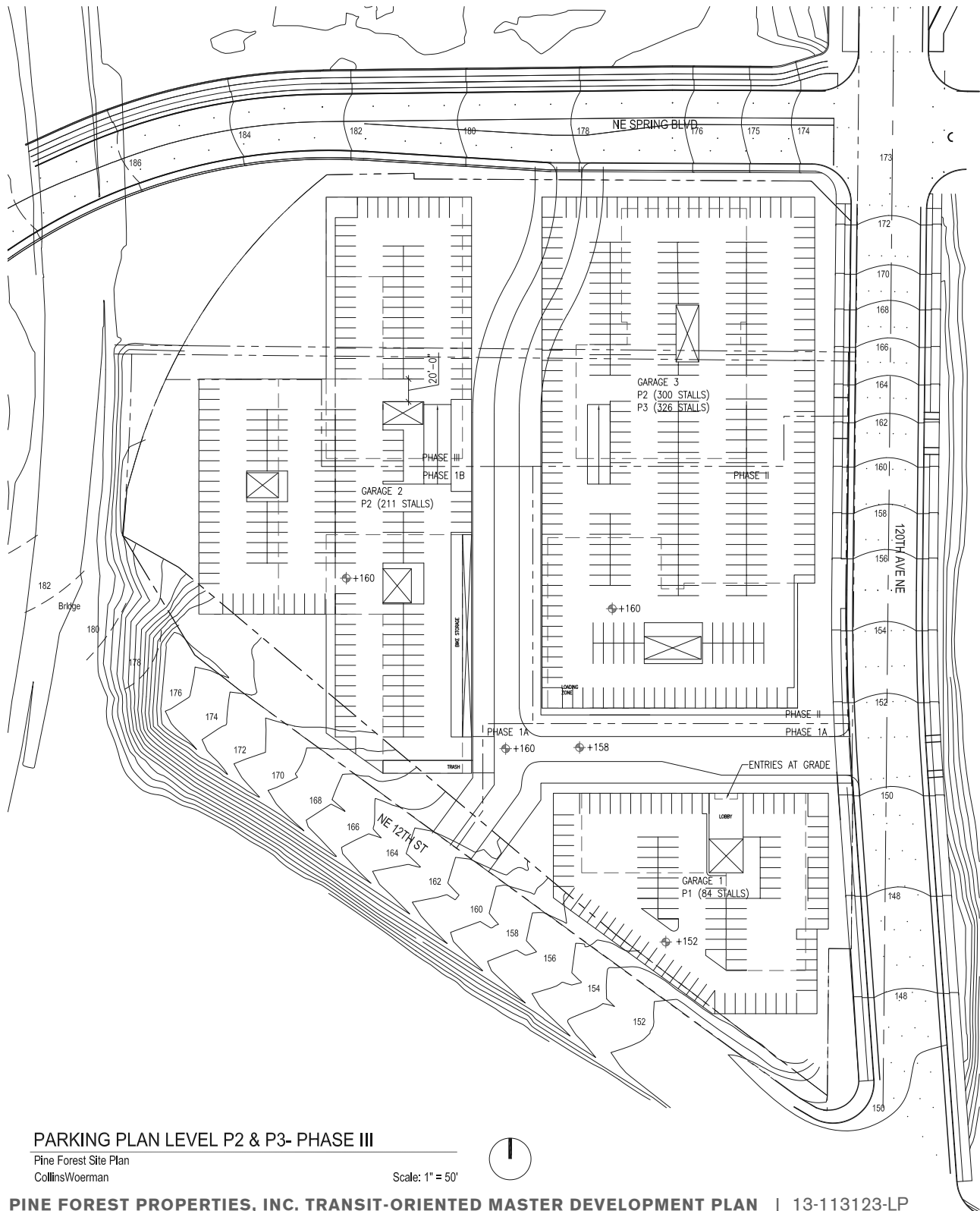
# Parking Plans



# Parking Plans



# Parking Plans



# Project Goals & Elements

## LANDSCAPE PLAN: PHASE IA



# Project Goals & Elements

## LANDSCAPE PLAN: PHASE IB



# Project Goals & Elements

## LANDSCAPE PLAN: PHASE II



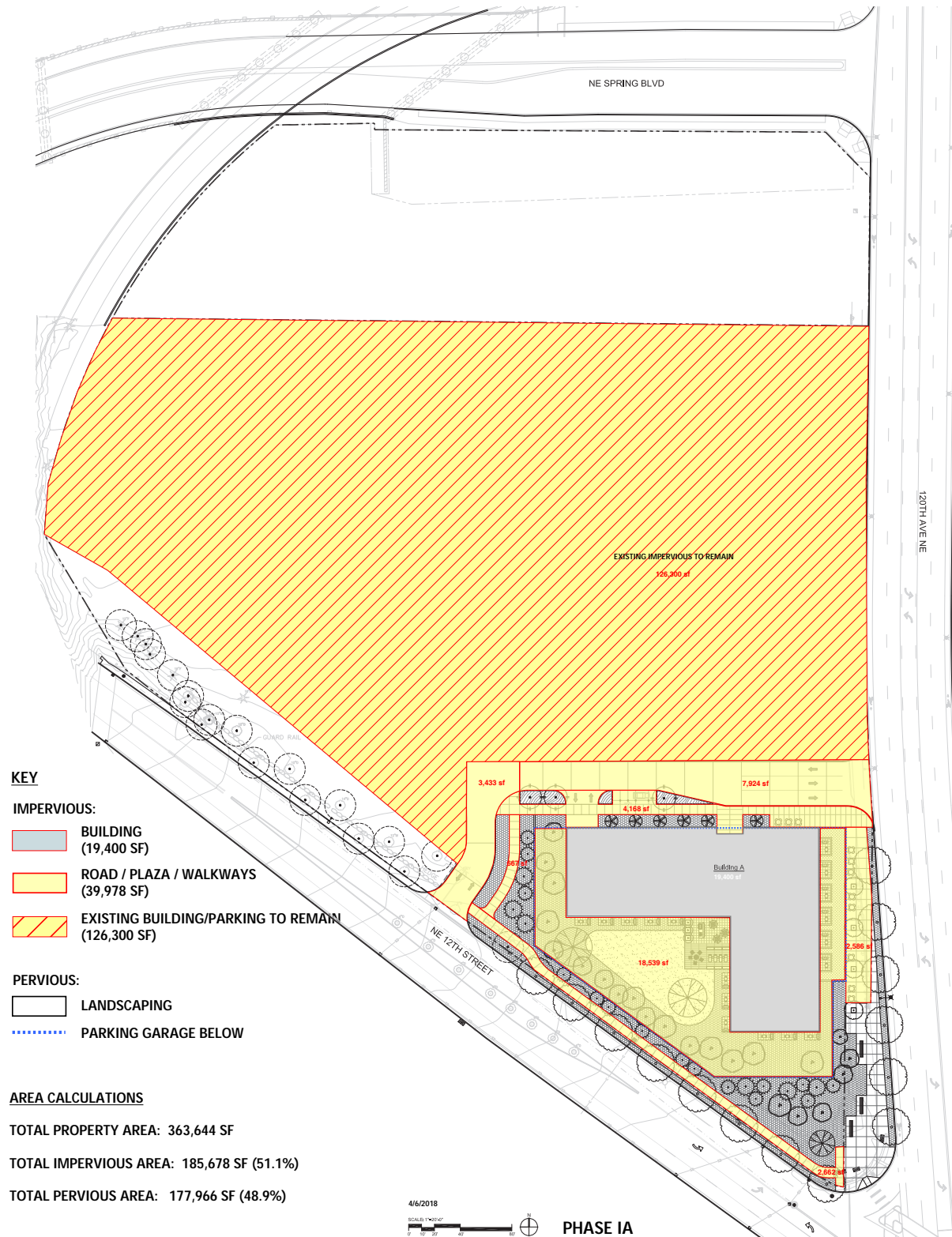
# Project Goals & Elements

## LANDSCAPE PLAN: PHASE III



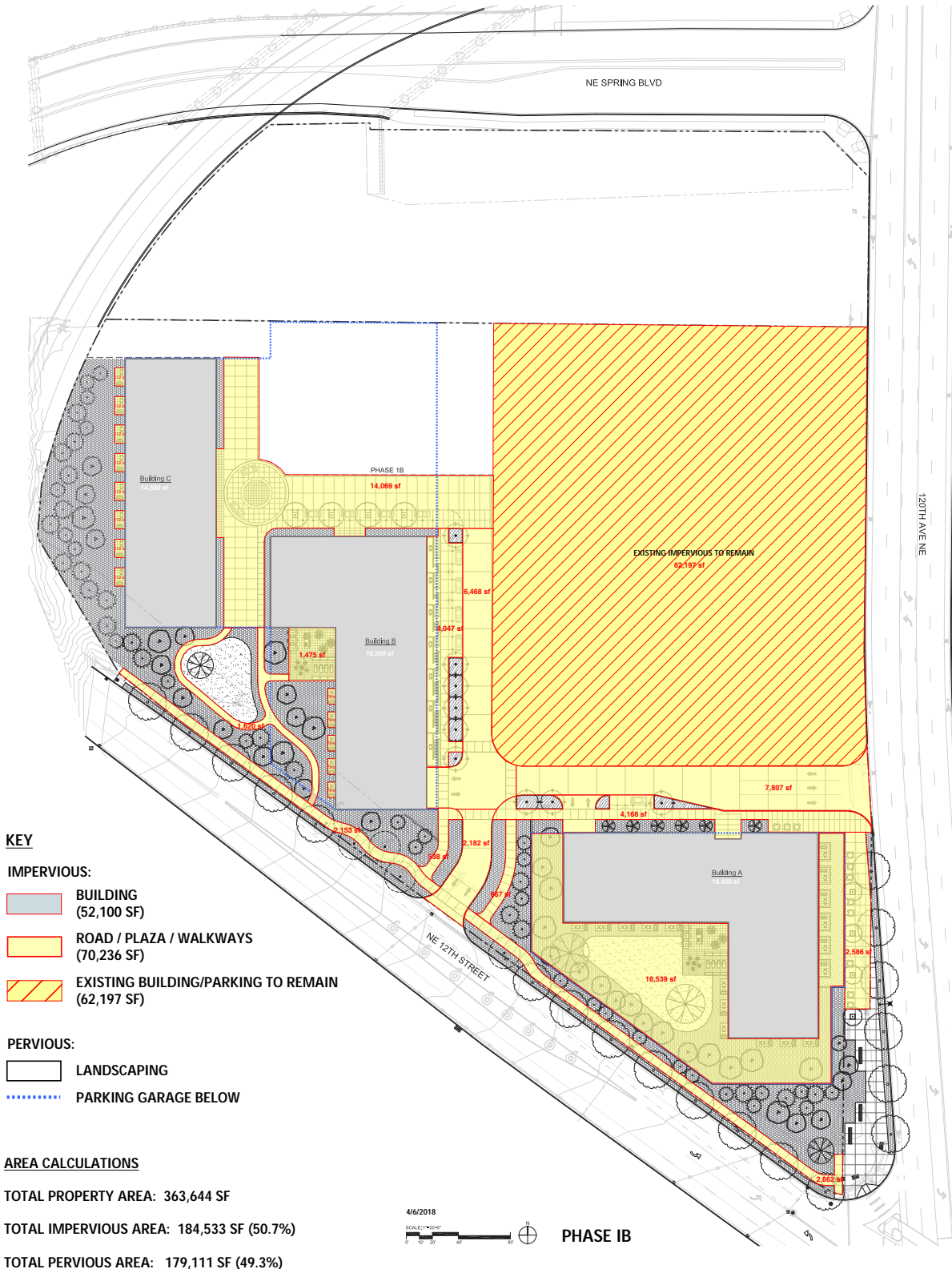
# Project Goals & Elements

## IMPERVIOUS SURFACE CALCULATIONS



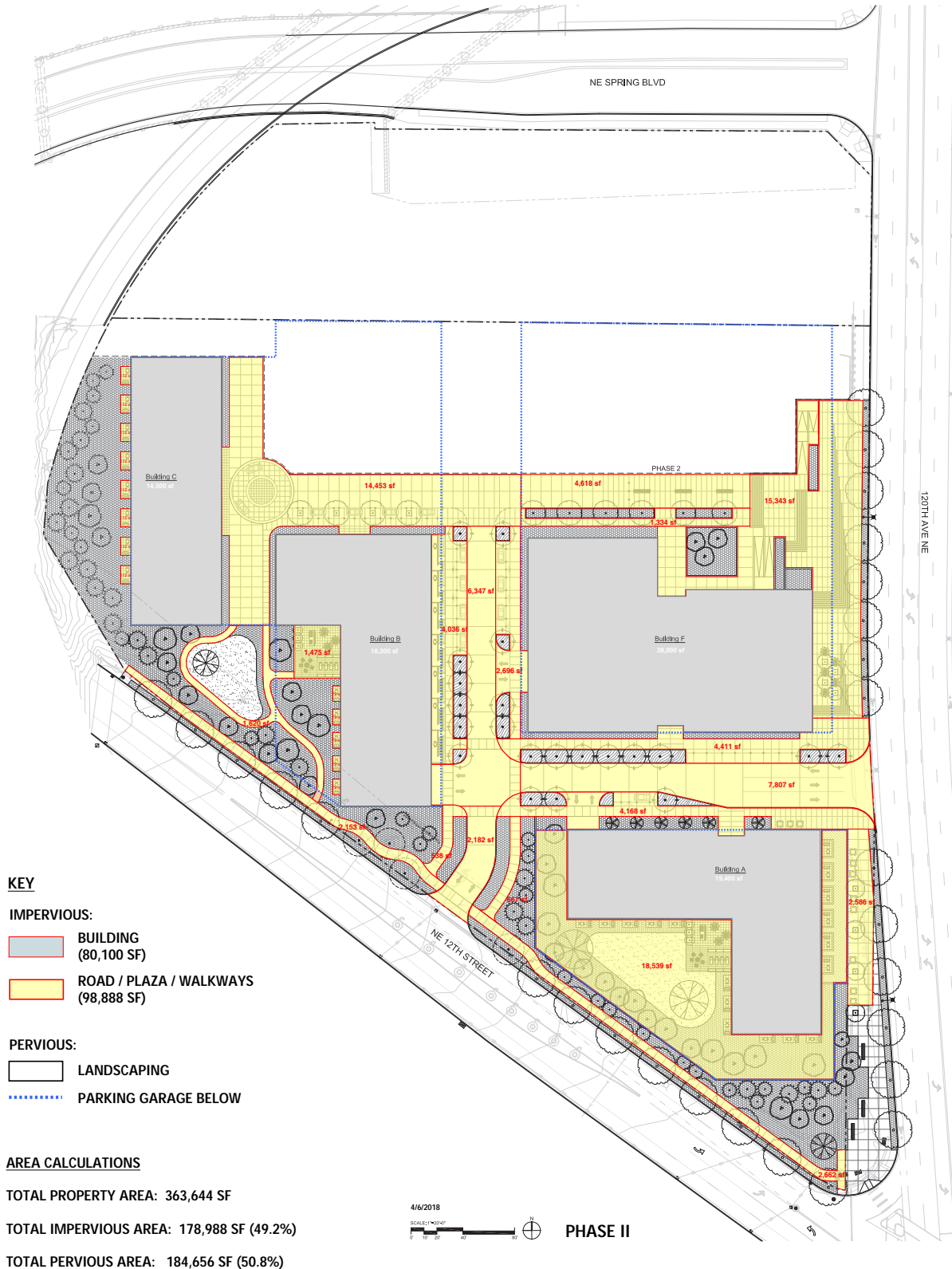
# Project Goals & Elements

## IMPERVIOUS SURFACE CALCULATIONS



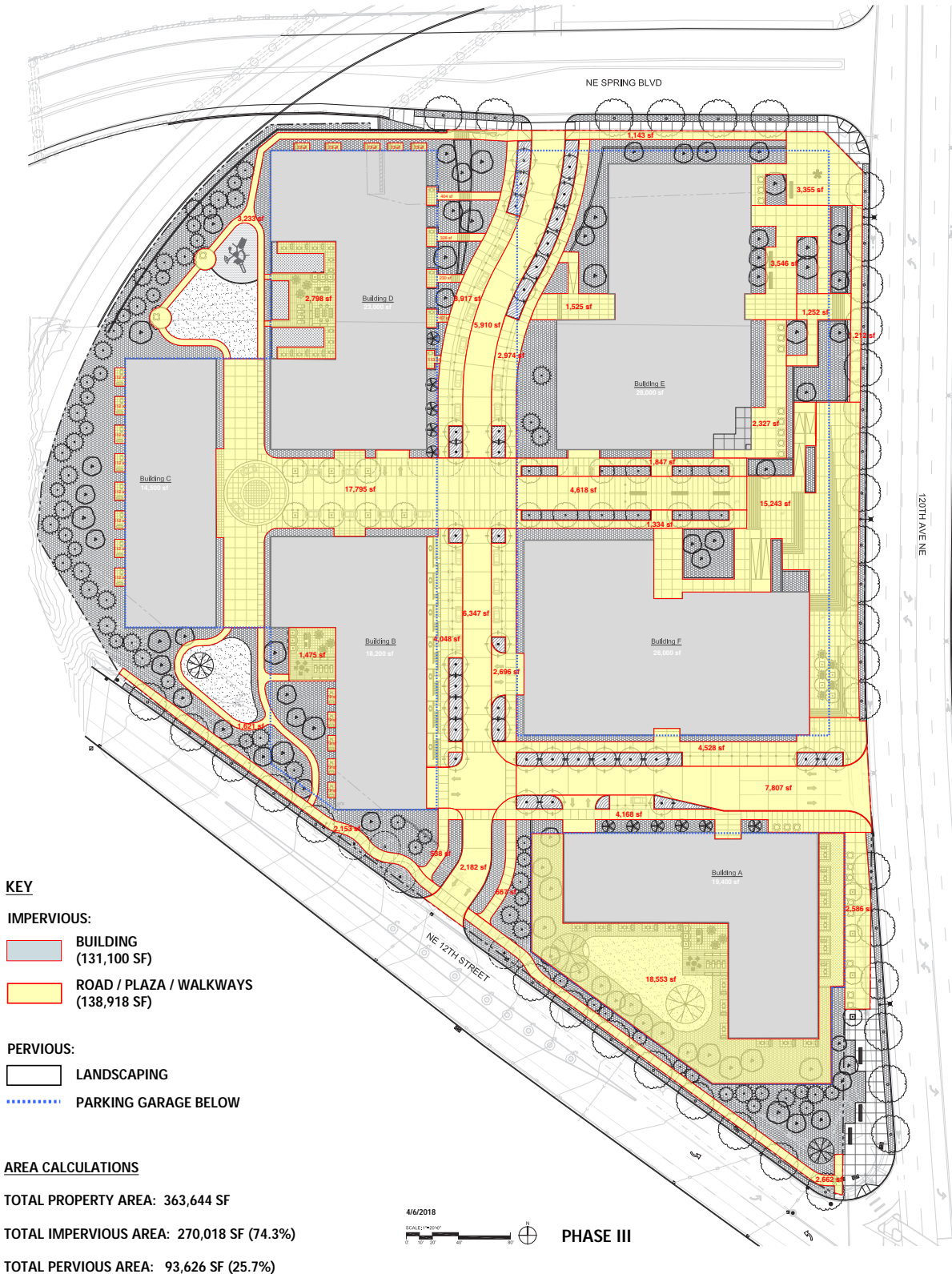
# Project Goals & Elements

## IMPERVIOUS SURFACE CALCULATIONS

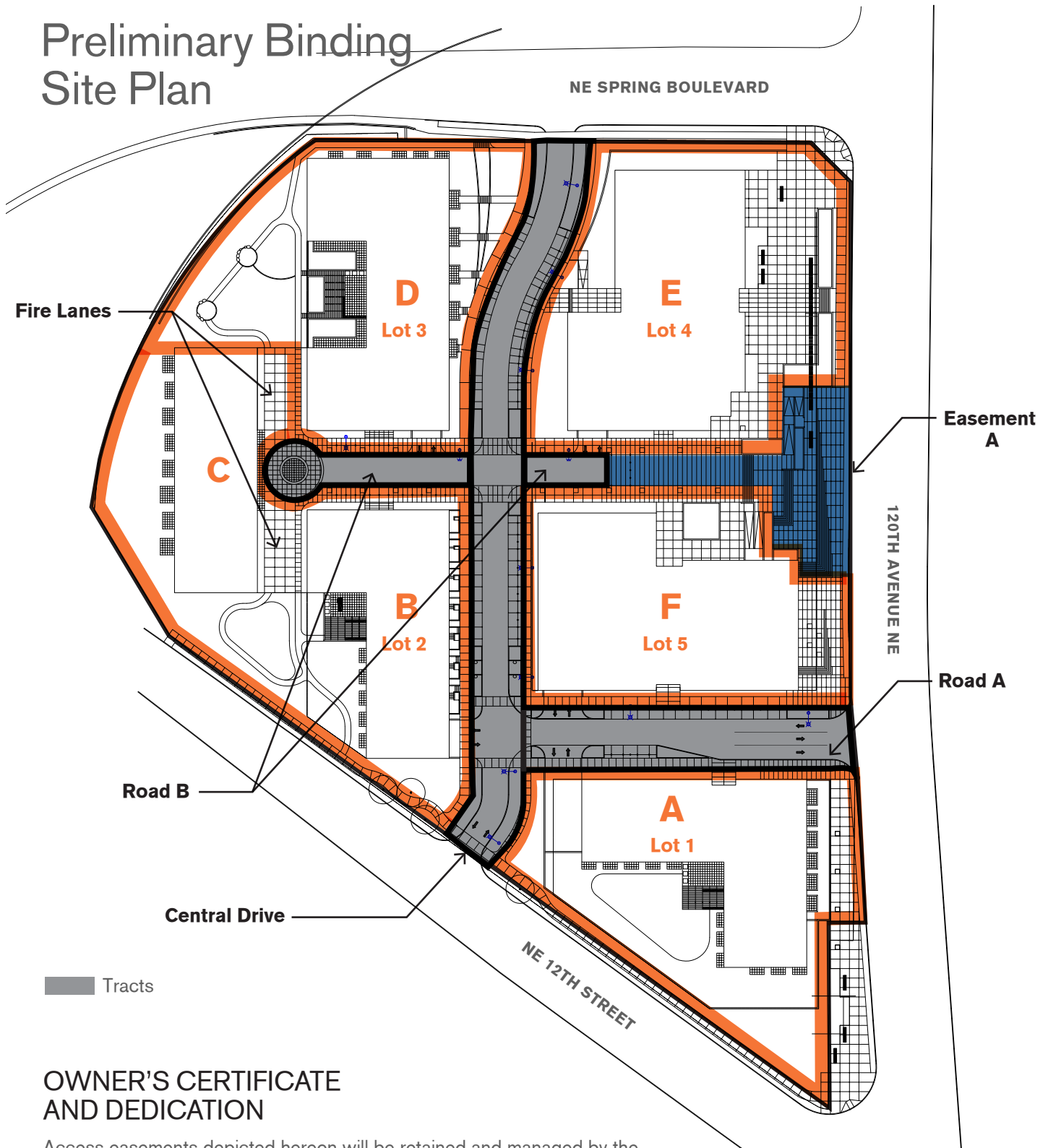


# Project Goals & Elements

## IMPERVIOUS SURFACE CALCULATIONS



# Preliminary Binding Site Plan



## OWNER'S CERTIFICATE AND DEDICATION

Access easements depicted hereon will be retained and managed by the Master Developer and/or Association, and subject to the obligations of recorded Covenants, Conditions, Restrictions, Reservations and Easements for the Pine Forest Transit Oriented Development, and shall be reserved for future use of public and private access for vehicles, on street parking, pedestrian, parks, open space and utilities. Public and Private access on the depicted easements will be constructed and established at the time of future development improvements on a phase by phase basis through the City's permitting process, Binding Site Plan, its Amendments or by the recording of other instruments.

# Project Goals & Elements

## FAR AMENITY INCENTIVE SYSTEM

The building gross square footage calculations include all building areas within the building envelope. The actual gross floor area used in a design review or building permit application will be less than what is shown in this table as the definition of gross floor area excludes interior openings in floor plates.

The FAR calculations shown here may be higher than actual calculations made when the individual phases submit design review and building permit applications.

### FAR Amenity Incentive System (BCC 20.25D.090)

	PHASE IA	PHASE IB	TOTAL PHASE I	PHASE II	PHASE III	PROJECT TOTALS
<b>Total Site Area (Base 1.0 FAR)</b>						
Residential Site Area	56,000	83,500	139,500		56,500	196,000
Non-Residential Site Area				65,100	61,000	126,100
Tract A (Non Buildable)						41,544
Residential Building GFA*	93,120	188,352	281,472		132,480	413,952
Non-Residential Building GFA*				198,912	241,920	440,832
Residential Building Area GFA* subject to Amenity Incentive	37,120	104,852	141,972		75,980	217,952
Non-Residential Building Area GFA* Subject to Amenity Incentive				133,812	180,920	314,732
<b>FAR Calculations</b>						
Residential	1.66	2.26	2.02		2.34	2.11
Non-Residential				3.06	3.97	3.50
Combined FAR Calculation						2.65
<b>FAR Amenity Payments</b>						
Residential Tier 1a	\$668,160.00	\$1,878,750.00	\$2,546,910.00		\$1,271,250.00	\$3,818,160.00
Residential Tier 1b		\$7,155.00	\$7,155.00		\$80,325.00	\$87,480.00
Residential Tier 2						
Non-Residential Tier 1				\$2,007,180.00	\$2,287,500.00	\$4,294,680.00
Non-Residential Tier 2**					\$426,300.00	\$426,300.00
	\$668,160.00	\$1,885,905.00	\$2,554,065.00	\$2,007,180.00	\$4,065,375.00	\$8,626,620.00

\* GFA is calculated at 96% of Gross SF

\*\* Or satisfied by other Tier 2 amenities

# Conceptual Phasing Table

	Phase IA	Phase IB	Total Phase I	Phase II	Total Phase I & II	Phase III	Project Totals
Total Site Area (Base 1.0 FAR)							
Residential Site Area	56,000	83,500	139,500		139,500	56,500	196,000
Non-Residential Site Area				65,100	65,100	61,000	126,100
Residential Building Area GSF	95,000	196,200	291,200		291,200	138,000	429,200
Non-Residential Building Area GSF				224,000	224,000	252,000	476,000
Residential Building Area GFA*	91,200	188,352	279,552		279,552	132,480	412,032
Non-Residential Building Area GFA*				215,040	215,040	241,920	456,960
Residential Building Area NSF**	77,900	160,884	238,784		238,784	113,160	351,944
Non-Residential Building Area NSF***				201,600	201,600	226,800	428,400
Residential Units Constructed	96	199	295		295	140	435
Below Grade Parking Stalls Constructed	84	250	334	380	714	508	1,222
Roads and Sidewalks Constructed (SF)	25,700	30,492	56,192	29,621	85,813	41,818	127,631
Pervious Landscaping Constructed	27,443	28,314	55,757	7,841	63,598	42,253	105,851
Existing Building SF Removed	25,864	82,899	108,763	24,436	133,199		133,199
Roads, Parking and Sidewalks Removed	38,333	37,026	68,825	38,768	107,593	37,380	144,973
Pervious Landscaping Removed	21,780	26,136	47,916	2,178	180,814	88,996	96,107

\*GFA calculations were estimated by deducting 4.0% from the building GSF

\*\*Residential NSF is calculated by GSF x 0.82

\*\*\*Non-Residential NSF is calculated by GSF x 0.90

# Parking Phasing

	Office NSF	Retail GSF	Dwelling Units	Parking Provided	Required Parking Minimum	Required Parking Maximum
Phase I						
Building A		3,500		7	7	12
			96	77	72	192
Building B			111	125	83	222
Building C			88	125	66	176
		3,500	295	334	228	602
Phase II						
Building F		1,200		2	2	4
	185,400			378	371	556
	185,400	1,200		380	373	560
Phase III						
Building D			140	172	105	280
Building E		1,300		3	3	5
	226,800			505	454	680
	226,800	1,300	140	680	562	965
Development Totals						
Residential			435	499	326	870
Retail		6,000		12	12	21
Office	412,200			883	825	1,236
				1,394	1,163	2,127

# Project Employment and Housing Projection

	Office NSF	Retail GSF	Dwelling Units	Estimated Number of Residents*	Estimated Number of Employees**
<b>Phase I</b>					
Phase IA					
Building A		3,500	96	134	18
Phase IB					
Building B			111	155	
Building C			88	123	
<b>Phase II</b>					
Building F	201,600	1,200			1,192
<b>Phase III</b>					
Building D			140	196	
Building E	226,800	1,300			1,341
<b>Totals</b>	428,400	6,000	435	608	2,551

\* Based on an average of 1.4 persons / unit

\*\* Based on an average of 1 employee / 170 NSF of office and 1 employee / 200 GSF of retail

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA PLAN POLICIES

**POLICY S-BR-2. Promote a differentiated economic niche for BelRed, retaining many existing businesses while attracting new businesses in a form not found elsewhere in Bellevue. Take advantage of opportunities afforded by Bel- Red's strategic location between Downtown Bellevue and Redmond's Overlake employment center, as well as the opportunities brought about by light rail and high capacity transit coming through the area.**

The Pine Forest Transit-Oriented Master Development Plan (TOMDP) will provide new business and living opportunities within the new BelRed corridor subarea. This proposal is planned to complement and integrate with the future 120th Avenue East Link station and leverage the public infrastructure investment by locating jobs and living close to mass transit.

**POLICY S-BR-3. Reduce and mitigate the environmental and transportation spillover impacts of new development, and work to continually enhance environmental conditions in the area, through a combination of development regulations and incentives, public investments, and other public and private strategies.**

The existing site is currently developed, with over 85 percent impervious coverage. The proposal at build-out will have less than 75 percent impervious coverage. There are no critical areas identified on the site. All proposed development will conform to City of Bellevue codes, regulations and standards to mitigate environmental impacts. The City of Bellevue is programming road improvements at 120th Avenue NE, 124th Avenue NE and NE Spring Blvd / 16th Street, along with other area-wide transportation improvements to meet the goals and objectives identified in the BelRed Corridor Plan. Sound Transit East Link rail line will further reduce transportation impacts generated by this proposal.

**POLICY S-BR-5. Develop land uses consistent with the BelRed Land Use Plan map (Figure S-BR.1).**

Figure S-BR.1 identifies the project site zoning as BR-OR-2, BelRed Office/Residential Node 2. The proposed TOMDP is in conformance with the zoning requirements with a mixed-use office/residential /retail development.

**POLICY S-BR-6. Concentrate the majority of future BelRed growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.**

A TOMDP design goal is to create a mixed-use, pedestrian-friendly and transit-oriented development. This is consistent with the zoning designation and proximity to the East Link station. Building heights in the BR-OR-2 zone have a base height of 45 feet and are allowed up to 125 feet with participation in the FAR Amenity Incentive System. Higher heights (up to 150 feet) are allowed in BR-OR-1 / Residential Node 1. The building heights will step down from The Spring District to the project. The base density in both zones is 1.0 FAR with higher densities allowed by participation in the FAR Amenity Incentive System.

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA PLAN POLICIES

**POLICY S-BR-7. Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.**

The LUC 20.25D.090 FAR Amenity Incentive System provides the criteria and procedure to gain additional FAR above the 1.0 base FAR if certain public infrastructure and/or amenities are provided in the project. This proposal will participate and use this code provision to achieve additional floor area and height above the base requirements.

**POLICY S-BR-8. Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.**

The proposal is a mixed-use project with office, residential and commercial/retail uses included. Office and commercial/retail uses are located along 120th Avenue NE to connect better with the East Link station and The Spring District project. This location provides better access and buffers the rest of the project from 120th Avenue NE impacts.

**POLICY S-BR-12. Develop and implement landscaping standards that promote sustainable design, and encourage natural drainage practices where both appropriate and feasible.**

The City of Bellevue has created specific design standards for implementation. These standards and guidelines are contained in the BelRed Corridor Plan, adopted August 2011. The proposal will conform to those standards and guidelines and install natural drainage practices to the maximum extent feasible.

**POLICY S-BR-13. Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.**

The Spring District Master Development Plan was approved by the City of Bellevue in 2012. The approved plan provides significant new office space, commercial and retail and some residential housing. A new public park is a key feature of the plan. The Pine Forest TOMDP will provide a key and graceful entrance to the BelRed corridor along the NE Spring Blvd corridor and the East Link rail line. The buildings, park and plazas, and local street will transition from more commercial development along NE 12th Street and 116th Avenue NE. The lower building heights allowed in the BR-OR-2 zone will transition from the proposal site to The Spring District. The old railroad right-of-way and NE 12th Street provides natural separation between adjacent properties and land uses.

**POLICY S-BR-14. Use design guidelines to promote pedestrian-friendly and transit oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea. Apply additional depth and attention to the details of design review within transit-oriented development nodes.**

The TOMDP creates the framework for a pedestrian-friendly and transit-oriented development on the site. This framework will create a distinct sense of place connecting the site to the East Link station and adjacent roadway improvements through the three parks/open space/plaza designs. Specific building designs are not complete and each building and/or phase of the project will be required to submit for administrative design review. Projects will need to meet the requirements, codes and standards of the BelRed Corridor for approval by the City of Bellevue.

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA PLAN POLICIES

### **POLICY S-BR-15. Integrate transit in the design of public and private developments, so that the form and connectivity of the built environment support travel choices.**

The design intent for the Pine Forest TOMDP is centered on creating a vibrant transit-oriented development that integrates with the adjacent Spring District development and East Link rail station. The location of this TOMDP project at NE Spring Blvd and 120th Avenue NE provides a unique opportunity for a direct visual connection to the East Link rail station plaza. This connection is key to many of the design goals of the project, including the Catalyst Project nature of the development.

A number of elements of the built environment will support a vibrant, pedestrian-oriented experience and encourage transit-oriented travel choices. At the corner of NE Spring Blvd and 120th Ave. NE is a gateway plaza directly opposite the light rail station that will support ground-floor retail, public gathering, and feature public art. This gateway will serve as an initial public entrance to the project's other major open space features and plazas, including a public office plaza, central landscaped residential plaza, and a system of smaller connected open spaces throughout the project.

The public office plaza, located adjacent to the NE Spring Blvd and 120th Avenue NE intersection, is a predominately hardscaped environment which also serves as the front door and auto arrival court for two of the proposed office buildings in the project. Within this environment there will be retail space at the base of the office buildings that will provide opportunities to activate the plaza with outdoor dining, sales and public art. The central landscaped residential plaza, which is visible from the East Link station through the public office plaza, provides the forecourt and entry to the three residential buildings within the project. This front yard will be shared by residents, office users and the public.

### **POLICY S-BR-16. Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development, in public and private projects.**

A major design goal of this TOMDP is to create a highly walkable urban experience within the project and provide alternative pedestrian connections from the East Link rail station through the site to Lake Bellevue and other areas to the south. This connection will complement the one provided to Lake Bellevue through The Spring District and provide meaningful open spaces for users, residents and visitors. Along this pedestrian connection there are several distinctive landscaped areas that step down the slope toward Lake Bellevue. Each of these open spaces has a unique character and provides a varied and enriching pedestrian experience.

At the corner of NE Spring Blvd and 120th Ave. NE is a gateway plaza that will support ground-floor retail and public gathering, as well as incorporating art per the BelRed Corridor Plan. This gateway will also serve as an initial public entrance to the project's other major open space features and plazas.

A public office plaza, located adjacent to the NE Spring Blvd and 120th Avenue NE intersection, is a predominately hardscaped environment which also serves as the front door and auto arrival court for two of the proposed office buildings in the project. Within this environment there will be retail space at the base of the office buildings that will provide opportunities to activate the plaza with outdoor dining, sales and public art.

The central landscaped residential plaza, provides the forecourt and entry to the three residential buildings within the project. This woonerf like street will be shared by residents and the public. The residential plaza is at the same grade as the Spring Boulevard Plaza and will provide a seamless connection to the light rail station.

- Neighborhood streets: Pedestrian-oriented streetscapes
- Nature trail: A gravel or wood chip trail providing informal circulation around the west portion of the site
- Residential terraces: Private amenity areas supporting each residential building

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA PLAN POLICIES

A hardscaped plaza area at the corner of NE 12th Street and 120th Avenue NE, for pedestrians crossing either direction.

**POLICY S-BR-18. Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate BelRed from Downtown, and enhance the architectural variety of the area.**

LUC 20.25D.080 outlines requirements for building setbacks, building stepbacks, building heights, maximum floor plate sizes, minimum building tower spacing and other dimensional requirements. While individual building designs are not complete, the TOMDP conceptual site plans have shaped the buildings in conformance with these code requirements. The FAR and gross square feet calculations of the buildings in each phase are realistic and generally conform to the code requirements. Specific building designs will be reviewed by the City of Bellevue during the Design Review process for conformance with this code section.

**POLICY S-BR-22. Promote parking design and management that supports local uses in a manner compatible with the area's urban design, transit and pedestrian orientation, including:**

- a. Encourage shared parking;
- b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes;
- c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and
- d. Allow reduction of parking supply in transit development nodes.

The proposed project shows a maximum of approximately 1,399 underground parking stalls. There is limited surface parking on the neighborhood streets. This supplied parking amount meets the City of Bellevue's minimum code requirements. Future designs and approvals could reduce the number of parking stalls for shared parking uses, reduction in market demand, or reduction due to mass transit access. There are no surface parking lots proposed.

**POLICY S-BR-24. Encourage private and public use of public art to enrich design aesthetics and add character, identity and a sense of place.**

The TOMDP of the site shows one opportunity for inclusion of public art within the site. Within the Spring Boulevard Plaza, there will be retail spaces at the base of the office buildings which will provide opportunities to activate the plaza with outdoor dining, sales and location of public art. The location of this public art piece should be visible from both 120th Avenue NE and Spring Boulevard.

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA POLICIES

**POLICY S-BR-28. Encourage natural drainage practices where feasible in public and private projects, as an alternative to traditional stormwater treatment and control. Allow natural drainage practices to offset traditional treatment and control standards to the extent practicable, and provide other incentives to promote their use if needed.**

The existing site is currently developed with buildings, parking lots and other impervious surfaces and has less than 15 percent pervious areas. The proposed site development will provide 25 percent pervious areas and provide natural drainage features to the maximum extent feasible.

**POLICY S-BR-35. Create a robust, aesthetically beautiful and functional parks and open space system that serves the needs of residents, employees, visitors, surrounding neighborhoods, and the entire community. This system should connect with and complement the citywide parks and open space system, and include the following:**

- a. **Provide neighborhood parks and smaller “pocket” parks with convenient access to all neighborhoods;**
- b. **Provide a community park serving BelRed residents, employees, and citywide residents, comparable in size and utility to the Highland Community Park, in the western portion of the study area. The site might be accomplished through lidding of the Metro transit bus base, and would be able to accommodate indoor and outdoor recreational facilities;**
- c. **Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces;**
- d. **Develop a “linear park” series of open spaces spanning the extended NE 16th Street multi-modal corridor through the middle of the Subarea; and**
- e. **Centrally locate a large civic plaza (public square) within the pedestrian-oriented 130th Avenue NE development node.**

The proposal includes several distinctive, connected open spaces featuring a variety of treatments throughout the site. These include a gateway plaza at the corner of NE Spring Blvd and 120th Ave. NE opposite the future light rail station, a large public office plaza featuring a mix of hardscape and landscaped features, and a central residential woonerf type street that will provide a forecourt and entry to the three residential buildings within the project. All of the major open space features are intended to be shared by residents, office users and the public, providing the opportunity for a mix of active and passive recreation activities. The project site will be connected to the Spring District which is where a community park has been identified within the BelRed Subarea Plan and located on the approved Spring District Master Development Plan.

A number of smaller features will complement, enhance, and connect the major open spaces. These include:

- Neighborhood streets: Pedestrian-oriented streetscapes
- Nature trail: A gravel or wood chip trail providing informal circulation around the west portion of the site
- Residential terraces: Private amenity areas supporting each residential building

A hardscaped plaza area at the corner of NE 12th Street and 120th Avenue NE, for pedestrians crossing either direction. Together these features will contribute to a vibrant, human-scaled pedestrian environment that will enhance the public realm – particularly with respect to the future light rail station and encouragement of increased transit ridership.

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA POLICIES

**POLICY S-BR-39. Promote the development of “green streets” throughout the corridor, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.**

The BelRed Corridor Plan does not identify any local, green or shopping streets on the subject site (Street Typology Map, Figure 4-1). Two “green streets” are identified in the BelRed Corridor Plan, these two east/west streets are north and south of the proposed East Link rail line. The proposed project includes a local, private street that will incorporate significant landscaping and other elements of a “green street”, be aesthetically pleasing and provide an attractive pedestrian experience.

**POLICY S-BR-40. Encourage a diversity of housing types, from high density, multistory housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.**

The project site is zoned BR-OR-2 / Residential Node 2. This zone allows high density, multi-story buildings with a height limit of 125 feet. The project site is adjacent to the East Link rail station and provides convenient access to multi-modal forms of transportation.

**POLICY S-BR-41. Promote owner and rental affordability in BelRed’s new housing stock, with a policy target that 50% of new units be affordable for households earning 120% of median income or less. This overall target should include 10 to 20% of new units affordable to low income households (those earning up to 50% of area median income), another 10 to 20% of new units affordable to moderate income households (those earning up to 80% area median income), and another 10 to 20% affordable as an additional segment of “workforce housing” (for households earning up to 120% of median income). These targets will be addressed through a combination of development regulations and incentives, public investments, and other public and private strategies, such as employer-assisted housing and short-term property tax exemptions for multi-family housing.**

The proposed project has a 1.0 base FAR and 45 foot height limit for residential and commercial development. Participation in the FAR Amenity Incentive System (LUC 20.25D.090) is required to gain additional height and density above the base. The FAR Amenity Incentive System provides for constructing affordable housing that is exempt from FAR calculations for rental to moderate income households (80% area median income) and ownership to households earning 100% area median income. The developer has the option of paying in-lieu fees for the bonus FAR and height above 1.0. These fees are required to be used to develop the amenity for which they were received.

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA POLICIES

**POLICY S-BR-47. Promote public art, cultural activities and urban design that reflect the BelRed area's character, heritage, and ecology, with emphasis in the following areas:**

- a. Integration of public art into publicly accessible spaces, both privately and publicly developed;
- b. Inclusion of public art in transportation projects, including transit projects; and
- c. Incorporation of public art in interpretation and celebration of stream corridor improvements and other environmental enhancements

The TOMDP of the site shows one opportunity for inclusion of public art within the site at the Spring Boulevard Plaza.

**POLICY S-BR-53. Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system.**

Pine Forest has been coordinating their proposed redevelopment plans with the City of Bellevue and Sound Transit. The TOMDP proposal shows the potential for future right-of-way acquisition by the City of Bellevue for NE Spring Blvd improvements, 120th Avenue NE improvements and the East Link light rail facility. Pine Forest is working with both the City and Sound Transit to coordinate the TOD and infrastructure design, timing, and construction.

**POLICY S-BR-56. Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.**

The proposed project will construct a local, private street connecting NE Spring Blvd with NE 12th Street. This local, private street will bisect the property and effectively establish two smaller blocks within this residential node. Numerous pedestrian connections and plazas increase the permeability of the proposed project to the streets.

**POLICY S-BR-57. Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.**

The proposed project will gain vehicular access from NE 12th Street, NE Spring Blvd and 120th Avenue NE at a single location for each street. NE 12th Street is classified as a major arterial (Bellevue Arterial Classifications Map) and this access is proposed as a right-in and right-out only via the local, private street. 120th Avenue NE is classified as a collector arterial and this major access point is anticipated to be the only signalized intersection shared with The Spring District. NE Spring Blvd is not classified at this time; it is anticipated to be classified as an arterial. The proposed project will access NE Spring Blvd via a right-in and right-out only, via the local, private street. All underground parking garages and service vehicle access to buildings can also be accessed by the local, private street which connects to NE 12th Street and NE Spring Blvd.

**POLICY S-BR-59. Design BelRed arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.**

The City of Bellevue is currently in the design phase for the NE 15th/16th Street and 120th Avenue NE roadway improvements. The City and private developers will include the BelRed Corridor Plan standards and guidelines in the design of the roadway improvements. The local private street within the proposal will conform to the BelRed Corridor Plan.

**POLICY S-BR-60. Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character.**

Limited on-street parking is provided where appropriate and will contribute to the pedestrian and neighborhood character.

**POLICY S-BR-63. Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.**

The proposal includes a private local street that will improve pedestrian connectivity and provides a through-block connection from NE Spring Blvd to NE 12th Street. A design objective of the proposal will physically and visually connect the East Link station plaza at the Spring District to the Spring Boulevard Plaza, which serves as the front door for the proposed office buildings. Within this environment there will be retail spaces at the base of the office buildings which will provide opportunities to activate the plaza with outdoor dining, sales and location of public art. Pedestrian amenities, such as benches, lighting, and tables will be provided to enhance the environment and experience. The residential plaza serving the west residential buildings is at the same grade as the Spring Boulevard Plaza which enhances this connection and provides a seamless transition to the light rail station.

**POLICY S-BR-83. Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.**

Pine Forest is submitting a Transit-Oriented Master Development Plan for consideration by the City of Bellevue.

**POLICY S-BR-87. Provide for a mix of office, housing and retail uses in this area, with office as the predominant use. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.**

A Master Development Plan design goal is to create a mixed-use, pedestrian-friendly and transit-oriented development. This is consistent with the zoning designation (BR-OR-2 / Residential Node 2) and proximity to the East Link station. Building heights are limited to 125 feet, with higher heights (up to 150 feet) allowed in BR-OR-1 / Residential Node

1. Approximately fifty (50) percent of the proposed project will be office use and fifty (50) percent will be residential use. The base density in both zones is 1.0 FAR with higher densities allowed by participation in the land use incentive system.

# Consistency with Land Use / Zoning Code

## BELRED SUBAREA POLICIES

### GENERAL PROVISIONS OF THE LAND USE CODE (LUC)

The site is located in the BelRed Land Use district. LUC Section 20.25D.030 provides the review criteria, standards and process for Master Development Plans (MDP). LUC 20.25D.030.B.2 requires a MDP for all projects located within a node that includes multiple buildings located within a single project limit. LUC 20.25D.030.B.1 provides the criteria for a MDP. The criteria requires a MDP to identify proposed building location(s) within the project limit and demonstrate compliance with the following site development requirements, standards and guidelines:

Dimensional requirements pursuant to LUC 320.25D.080 as listed below:

- Setbacks;
- Maximum impervious/lot coverage;
- Building height for each building;
- Floor area ratio for each building;

Other requirements:

- Landscape development pursuant to LUC 20.25D.110
- Parking, circulation, and internal walkway requirements pursuant to LUC 20.25D.120
- BelRed street development standards pursuant to LUC 20.25D.140
- Site development guidelines pursuant to LUC 20.25D.150.B

# Consistency with Land Use / Zoning Code

## ZONING CODE

**DESIGN, CHARACTER, ARCHITECTURE, AND AMENITY STANDARDS SUMMARY TABLE**

ITEM	PERMITTED / REQUIRED IN MASTER DEVELOPMENT PLAN	PROVIDED IN MASTER DEVELOPMENT PLAN	ADDITIONAL COMMENTS
<b>BUILDING SETBACKS</b> <ul style="list-style-type: none"> <li>• Front</li> <li>• Rear</li> <li>• Side</li> </ul> LUC 20.25D.080	0' minimum setbacks for front, rear, and side. Subject to stepback requirements per Notes (2) and (14) of LUC 20.25D.080.A.	Proposed building locations are conceptual. Proposed building locations in this MDP are shown greater than fifteen (15) feet and twenty-five (25) feet from the property line so that building setbacks are not required. The two office buildings are separated by approximately seventy (70) feet.	Building location, setbacks, stepbacks and other dimensional requirements will be approved by the City of Bellevue during Design Review for each building.
<b>MAXIMUM IMPERVIOUS SURFACE AREA / LOT COVERAGE</b> LUC 20.25D.080	Maximum 75% impervious surface area.	Approximately 75% impervious surface area overall total of the completed project.	Conforms to code.  See Attachment Sheets 18-21 for Pervious / Impervious Area summary
<b>BUILDING HEIGHT</b> LUC 20.25D.080	Maximum 125 feet within BR-OR-2 / Residential Node 2 Zone	Maximum building heights shown are 125 feet or less.	Conforms to code. Must participate in the FAR Amenity Incentive System for heights greater than 45 feet.  See Attachment Sheets 16-17 for building height detail.
<b>FLOOR AREA RATIO (FAR)</b> LUC 20.25D.080	Base FAR is 1.0  Maximum FAR is 4.0	Phase I FAR is 2.02  Phase II FAR is 3.06  Phase III FAR is 3.19  Total Project FAR is 2.65	Conforms to code. Must participate in the FAR Amenity Incentive System to exceed Base FAR of 1.0.  See page 55 for FAR calculations

# Consistency with Land Use / Zoning Code

## ZONING CODE

**DESIGN, CHARACTER, ARCHITECTURE, AND AMENITY STANDARDS SUMMARY TABLE**

ITEM	PERMITTED / REQUIRED IN MASTER DEVELOPMENT PLAN	PROVIDED IN MASTER DEVELOPMENT PLAN	ADDITIONAL COMMENTS
<b>LANDSCAPE DEVELOPMENT</b> LUC 20.25D.110	Transit Boulevard landscaping, arterial landscaping, interior property line landscape buffers, and significant tree retention in some locations.	The MDP meets and exceeds landscape development requirements. The development will feature several distinctive, connected landscaped areas that will enhance the public realm and the pedestrian experience.	Additional detail regarding code requirements is provided on the following page.
<b>PARKING, CIRCULATION, INTERNAL WALKWAYS</b> LUC 20.25D.120	<b>NEW PARKING REQUIRED:</b> Office Uses: 2.0 min, 3.0/3.5 max per 1,000 NSF (Note 1, chart 20.25D.120.B.2) Residential: 0.75 min, 2.0 max / unit Retail: 2:1000 NSF min, 3.5:1000 NSF max Phase I required: <ul style="list-style-type: none"> <li>Retail 7</li> <li>Residential 221</li> </ul> Phase II required: <ul style="list-style-type: none"> <li>Retail 2</li> <li>Office 369</li> </ul> Phase III required: <ul style="list-style-type: none"> <li>Retail 3</li> <li>Office 454</li> <li>Residential 105</li> </ul> Total Required, all phases: 1,195	<b>NEW PARKING PROVIDED</b> Phase I <ul style="list-style-type: none"> <li>Retail 7</li> <li>Residential 327</li> </ul> Phase II: <ul style="list-style-type: none"> <li>Retail 2</li> <li>Office 378</li> </ul> Phase III: <ul style="list-style-type: none"> <li>Retail 3</li> <li>Office 505</li> <li>Residential 172</li> </ul> Total Provided, all phases: 1,385	Parking stall calculations must meet LUC 20.25D.120 for Design Review.
<b>BELRED DEVELOPMENT STANDARDS</b> LUC 20.25D.140	New local streets or green streets are not required as the site area lies outside of the area where these are required. NE Spring Blvd, which borders the site along the north edge, is a designated Transit Boulevard funded by the City of Bellevue.	NE Spring Blvd. is funded and will be constructed by the City of Bellevue, and it will be an integral part of the Pine Forest development.	
<b>SITE DEVELOPMENT GUIDELINES</b> LUC 20.25D.150	A number of design guidelines are required for projects in the BelRed area. Guidelines include intent, the guideline details, and recommended / not recommended examples of application.	The Pine Forest MDP includes a detailed response to all required guidelines per LUC 20.25D.150 in the following pages.	

# Consistency with Land Use / Zoning Code

## ZONING CODE

### **LUC 20.25D.110: LANDSCAPE DEVELOPMENT, OUTDOOR STORAGE, RETAIL DISPLAY AND FENCE STANDARDS**

#### **LUC 20.25D.110.B.3: APPLICABLE STANDARDS**

- Transit Boulevard Landscaping: NE Spring Blvd / 16th Street – NE Spring Blvd roadway improvements are a funded City of Bellevue CIP roadway improvement. Preliminary engineering design has begun and the City will provide improvements per the BelRed Corridor Plan, including landscaping.
- Arterial Landscaping: 120th Avenue NE – 120th Avenue NE roadway improvements are a funded City of Bellevue CIP roadway improvement. Construction is complete and the City provided improvements per the BelRed Corridor Plan, including landscaping.
- Arterial Landscaping: NE 12th Street – NE 12th Street surplus ROW is anticipated to be acquired from the City of Bellevue for this proposal. Pine Forest will conform to the arterial landscaping standards for this roadway section with its improvements. The arterial landscaping requirements will be reviewed and approved by the City of Bellevue during Design Review for Phase I buildings.
- Local and Green Street Landscaping – There are no designated local or green streets on the project site. The private street within the development will incorporate elements of the local and green street standards to the maximum extent feasible.

#### **LUC 20.25D.110.D: INTERIOR PROPERTY LINE DEVELOPMENT**

A ten (10) foot landscape buffer shall be provided along an interior property not regulated elsewhere. Interior property lines are not contemplated at this time.

### **LUC 20.25D.110.F: SIGNIFICANT TREE RETENTION AND PRUNING**

In the landscape areas required pursuant to subsections B and C of this section, all significant trees shall be retained that do not constitute a safety hazard.

*Redevelopment of the site will remove most, if not all existing vegetation. Significant tree retention and replacement along NE 12th Street will be reviewed and approved by the City of Bellevue during Design Review for proposed buildings.*

### **LUC 20.25D.120: PARKING, CIRCULATION AND INTERNAL WALKWAY REQUIREMENTS**

#### **LUC 20.25D.120.B.2: MINIMUM/MAXIMUM PARKING REQUIREMENTS BY USE**

Office:

- Required: 2.0/1,000 minimum and 3.0/1,000 maximum
- Provided: 2.16/1,000

Retail:

- Required: 2.0/1,000 minimum and 3.5/1,000 maximum
- Provided: 2.0/1,000

Residential:

- Required: 0.75/unit minimum and 2.0/unit maximum
- Provided: 1.15/unit

#### **LUC 20.25D.120.G: BICYCLE PARKING**

Office, residential, institutional, retail, and education uses are required to provide bicycle parking pursuant to standards.

*These standards will be reviewed and approved by the City of Bellevue during Design Review for all buildings in the project.*

# Consistency with Land Use / Zoning Code

## ZONING CODE

### **LUC 20.25D.140: BELRED STREET DEVELOPMENT STANDARDS**

The BelRed street development standards are a hierarchy of emphasis and design treatment for public areas within the BelRed District. These standards ensure that a consistent, high-quality public realm is developed throughout the district and that the unique qualities of BelRed are enhanced.

*The proposed TOMDP is not required to provide any local or green streets. The proposal will be bordered by the future NE Spring Blvd ROW. NE Spring Blvd is a designated Transit Boulevard and the City is beginning the design process for this new street. This roadway improvement project is funded by the City of Bellevue and improvements will meet City development standards and requirements. There are no designated local or green streets on the project site. The private street within the development will incorporate elements of the local and green street standards to the maximum extent feasible.*

### **LUC 20.25D.150: DESIGN GUIDELINES**

#### **20.25D.150.B: CHARACTER AND SITE GUIDELINES**

**20.25D.150.B.1: Integrate the Natural Environment** – Site and building design should capitalize on significant elements of the natural environment, Highland Community Park and planned park and open space, riparian corridors and wetlands. Designs should incorporate open space amenities for residents, employees and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments.

*The proposed TOMDP is focused on providing seamless connections to the East Link rail station within The Spring District site and to NE 12th Street as well as other public streets. The site design includes open spaces comprised of hardscaped plazas and residential amenity areas. Plazas will be constructed with high-quality materials. Buildings are sited to leverage the location adjacent to the East Link rail station and NE Spring Boulevard.*

#### **20.25D.150.B.2: Promote Architectural Compatibility**

– Buildings should “fit” with their architectural surroundings – relating to nearby buildings rather than calling attention to themselves through design excesses or novel variations. Architectural elements should enhance, not detract from, the area’s overall character.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

#### **20.25.150.B.3: Establish and Strengthen Gateways**

– Entrances into and within the BelRed Subarea should be celebrated at many levels. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of “entering” or moving into the area as well as entry into unique districts or neighborhoods in the subarea.

*The proposed site design addresses the gateway nature of this TOMDP by continuing and connecting to the relatively flat intersection of NE Spring Blvd and 120th Avenue NE where the East Link rail station is located. The buildings and plazas connect to and through the intersection and integrates the site with the East Link rail station and The Spring District. Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time. The BelRed Corridor Plan notes that the intersection of NE Spring Blvd and 120th Avenue NE is a location for a district or node gateway. Pine Forest will coordinate with the City of Bellevue and The Spring District on any public art or other artistic elements that are planned for this location.*

# Consistency with Land Use / Zoning Code

## ZONING CODE

**20.25D.150.B.4: Protect and Enhance Surface Water Resources** – Natural water systems regulate water supply, provide biological habitat and may provide recreational opportunities. Undeveloped ecosystems absorb the precipitation and convey only a small portion of rainfall as surface runoff. New and infill development should minimize disturbances to the on-site, adjacent, and regional natural water systems.

*The proposed TOMDP shows a maximum of 75% impervious surfaces for the total project. The existing site is over 85% impervious; the proposal will increase the amount of pervious surface over existing conditions. The proposal will utilize natural drainage techniques to the maximum extent feasible.*

**20.25D.150.B.5: Integrate Art** – Large scale art in both public and private applications should bring focus to an outdoor space while small scale pieces should bring detail to the pedestrian realm surrounding a building or site. At any scale, art should not overwhelm outdoor spaces or render buildings mere backdrops.

*The proposed hardscape plazas provides opportunities to integrate and locate art within the project. Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.C: PEDESTRIAN EMPHASIS GUIDELINES**

**20.25D.150.C.1: Define the Pedestrian Environment** – The most important part of a building to a pedestrian is its ground floor – the lowest 15 feet of the facade, which a person experiences walking past or entering the building. This “pedestrian experience zone” should provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground floor building transparency should foster interaction between the public and private realms.

A major design goal of this TOMDP is to create a highly walkable urban experience within the project and provide alternative pedestrian connections from the East Link rail station through the site to Lake Bellevue and other areas to the south. This

connection will complement the one provided to Lake Bellevue through The Spring District and provide meaningful open spaces for users, residents and visitors. Along this pedestrian connection there are several distinctive landscaped areas that step down the slope toward Lake Bellevue. Each of these open spaces has a unique character and provides a varied and enriching pedestrian experience.

At the corner of NE Spring Blvd and 120th Ave. NE is a gateway plaza that will support ground-floor retail and public gathering, as well as incorporating art per the BelRed Corridor Plan. This gateway will also serve as an initial public entrance to the project's other major open space features and plazas.

A public office plaza, located adjacent to the NE Spring Blvd and 120th Avenue NE intersection, is a predominately hardscaped environment which also serves as the front door and connection point to the light rail station for all of the proposed office buildings in the project. Within this environment there will be retail space at the base of the office buildings that will provide opportunities to activate the plaza with outdoor dining, sales and public art.

The central residential Woonerf street, provides the forecourt and entry to the three residential buildings within the project. This front yard will be shared by residents. Located away from the major arterial streets, cloistered by the surrounding buildings and intensely landscaped, the three semi-private residential amenity areas will provide a quieter enclave within the busy urban environment.

Buildings along street frontages will conform to the district and land use code requirements. These individual building elements will be reviewed and approved by the City of Bellevue at the time of Design Review approval for each building in the project.

# Consistency with Land Use / Zoning Code

## ZONING CODE

### **20.25D.150.C.2: Enhance the Pedestrian System**

– Pedestrian routes should be attractive, easy to use and encourage walking and activity. Sidewalks should be continuous, avoiding interruptions such as vehicle curbcuts or changes in direction or grade. The portion of the sidewalk dedicated to walking should be free of barriers such as utility poles, newspaper boxes, cafe tables and chairs, permanent planters, tree grates or other obstructions and clutter.

*See above response (LUC 20.25D.150.C.1) for internal pedestrian system enhancements. The City of Bellevue is in the process of designing NE Spring Blvd a funded CIP project. The City of Bellevue recently constructed improvements to 120th Avenue NE. These roadway improvement projects will conform to the BelRed Corridor Plan and this section of the Land Use Code. NE 12th Street is not proposed to be changed and the existing sidewalk will be replaced and separated from the roadway for safety and aesthetic considerations. Buildings along NE 12th Street will be required to submit for Design Review and be required to conform to this code section.*

**20.25D.150.C.3: Protect Pedestrians from the Elements** – Awnings and canopies are encouraged along the ground floor of buildings to protect pedestrians from rain and snow and provide shade in summer. The design of awnings and canopies should be an integral component of the building facade. Awnings should be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures or other street furniture.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

**20.25D.150.C.4: Create a Variety of Successful Outdoor Spaces** – Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, easy to maintain. They may be intimate and quiet or active and boisterous. All areas should work well for pedestrians and provide space for special events as well as passive activities.

*See above response (LUC 20.25D.150.C.1) for a description of the outdoor spaces.*

**20.25D.150.C.5: Provide Places for Stopping and Viewing** – Provide comfortable and inviting places where people can stop to sit, rest and visit.

*See above response (LUC 20.25D.150.C.1) for a description of the outdoor spaces.*

### **20.25D.150.D: ARCHITECTURAL GUIDELINES**

**20.25D.150.D.1: Encourage High Quality Materials** – Quality wall materials can provide a sense of permanence and bring life and warmth to a neighborhood. Wall and building materials must enhance the street environment while maintaining compatibility with adjacent buildings. Articulation of wall materials should be bold, with materials that show depth, quality and durability. It should be apparent that the materials have substance and mass, and are not artificial, thin “stage sets” applied only to the building’s surface.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

**20.25D.150.D.2: Provide Interesting Building Massing** – The length and breadth of a building should be friendly in scale and inviting to the pedestrian. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and indentations. This allows an overly large building to appear as smaller, side-by-side buildings. Vertical and horizontal elements should be used to create a human scale and form a coherent pattern providing visual interest to the pedestrian.

*LUC 20.25D.080 provides regulations for floor plate sizes, building setbacks, building stepbacks and spacing between building towers. Individual building designs are not completed. This proposed TODMP meets the dimensional requirements of the Land Use Code. Each building will be required to submit for Design Review approval by the City of Bellevue and these regulations will be reviewed at that time.*

# Consistency with Land Use / Zoning Code

## ZONING CODE

### **20.25D.150.D.3: Create Attractive Building**

**Silhouettes and Rooflines** – A building’s silhouette should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form, such as a tower, to emphasize the significance of the building entry. Roof massing should be simple yet detailed and articulated. For example, flat roofs may be appropriate if they have a cornice designed with depth and detail expressing the top of the building wall. Dormers set into sloped roofs may be appropriate. These forms provide visual interest and bring additional living space, light and ventilation to upper floor and attic spaces.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.D.4: Foster Attractive Rooftops**

Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.20.525 provides guidance for rooftop mechanical equipment.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.D.5: Promote Welcoming**

**Residential Entries** – Residential entries should be substantial enough to suggest privacy yet welcoming to those who approach and enter. The overall character of the entry treatments will vary depending on street type. Entries on streets where sidewalk-oriented development is required will have a higher degree of transparency, orientation towards the street, and design detail than other portions of the subarea.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.D.6: Promote Visually Interesting Upper Floor Residential Windows**

– The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.D.7: Design Inviting Retail and Commercial Entries**

– Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street. Architectural detail should be used to help emphasize the building entry.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.D.8: Encourage Retail Corner**

**Entries** – Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged.

*It is anticipated that retail will occupy the ground floor of the buildings around the Plaza areas. The design of the buildings and open spaces enhances the visual and physical connection for pedestrians. Individual building designs are not completed within the project. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.D.9: Encourage Inviting Ground Floor Retail and Commercial Windows**

– Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

# Consistency with Land Use / Zoning Code

## ZONING CODE

**20.25D.150.D.10: Build Compatible Parking Structures** – Parking structures should be designed so that their streetscape interface has a consistent form, massing and use of materials with the vision for the area. Any sidewalk facing parking garage frontages should be designed to appear like any other occupied buildings in the area. The horizontal garage form can be broken down by adding more wall surface and usable retail space, while retaining adequate garage ventilation.

*The two southern most residential buildings have a small amount of exposed underground parking garage structure along 120th Avenue NE and NE 12th Street. No parked cars or exposed sloped floors will be visible from the street. These areas will be heavily landscaped to minimize any visual impacts to pedestrians. Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.E: LIGHTING GUIDELINES**

**20.25D.150.E.1: Orient Lighting Toward Sidewalks and Public Spaces** – Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces. A single fixture type should be used throughout an area with slight variations allowed to identify smaller districts. Fixtures should be visually quiet as to not overpower or dominate the streetscape. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways and other similar outdoor areas to create an inviting and safe ambiance.

*The TOMDP includes a preliminary street lighting plan. Additional lighting for pedestrians, open spaces, and buildings will be submitted for individual buildings for Design Review approval by the City of Bellevue.*

**20.25D.150.E.2: Integrate Building Lighting** – Exterior lighting of buildings should be an integral component of the facade composition. Lighting should be used to create effects of shadow, relief and outline that add visual interest and highlight aspects of the building. Lighting should not cast glare into residential units or onto adjacent lots or streets in any way that decreases the safety of pedestrians and vehicles.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time.*

### **20.25D.150.F: SIGN GUIDELINES**

**20.25D.150.F.1: Consider Size and Placement of Wall Signs** – Signs should not overwhelm the building or its special architectural features. Signs should not render the building a mere backdrop for advertising or building identification. Signs should be good neighbors; they should not compete with each other or dominate the setting due to inconsistent height, size, shape, number, color, lighting or movement.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time. A sign master plan will be submitted for the total development with the first building Design Review application for Phase I.*

**20.25D.150.F.2: Orient Hanging Signs to Pedestrians** – Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting and street furniture.

*Individual building designs are not completed. Each building will be required to submit for Design Review approval by the City of Bellevue and these guidelines will be reviewed at that time. A sign master plan will be submitted for the total development with the first building Design Review application for Phase I.*

Pine Forest Properties, Inc.

# TRANSIT-ORIENTED MASTER DEVELOPMENT PLAN **LANDSCAPE, SECTION & VIEWS**

13-113123-LP | APRIL 9, 2018



LANDSCAPE

LANDSCAPE PLAN - PHASE I A



LANDSCAPE

LANDSCAPE PLAN - PHASE I B



LANDSCAPE

LANDSCAPE PLAN - PHASE II



LANDSCAPE

LANDSCAPE PLAN - PHASE III



# LANDSCAPE

## 1 SPRING BOULEVARD PLAZA

Plaza at corner that supports retail and public gathering as well as incorporating art per Bel-Red Corridor Plan Figure 3.1.



## 2 MID-BLOCK CROSSING

Terraced steps and ramps with planting throughout. Designed to be open and inviting as well as ADA accessible.



## 3 PEDESTRIAN PLAZA

Public gathering spaces designed for pedestrian movement and lunchtime seating opportunities.



## 4 NEIGHBORHOOD STREETS

Pedestrian oriented streetscape with biofiltration planting and seating.



## LANDSCAPE PLAN



## 6 NE 12TH STREET FRONTAGE IMPROVEMENTS

Widened sidewalk with seating and full evergreen planting to screen parking garage.



## 7 RESIDENTIAL PLAZA / DROP-OFF

Pedestrian oriented plaza space with seating and curbless vehicular drop-off at each building entry as well as some parallel parking.



## 8 RESIDENTIAL TERRACES

Private amenity terraces supporting each residential building.



## 9 LIGHT RAIL BUFFER

Plant evergreen trees to visually screen and reduce noise impact of train.



LANDSCAPE

LANDSCAPE PLAN



PLANTING PALETTE

1 DECIDUOUS TREES

- Acer rubrum* 'Armstrong' - 'Armstrong' Red Maple
- Cercidiphyllum japonicum* - Katsura
- Nyssa sylvatica* - Black Tupelo
- Cercis canadensis* - Eastern Redbud
- Gleditsia triacanthos* - Honey Locust
- Zelkova serrata* - Japanese Zelkova

2 EVERGREEN TREES

- Thuja plicata* - Western Red Cedar
- Tsuga mertensiana* - Mountain hemlock

3 SMALL ACCENT TREES

- Cornus kousa* - Japanese Dogwood
- Magnolia x loebneri* 'Leonard Messel' - Loebner magnolia

4 EVERGREEN SHRUBS

- Hebe* 'Red Edge' - Red Edge Hebe
- Raphiolepis umbellata* 'Minor' - Dwarf Yedda Hawthorn
- Rhododendron x 'Cunningham's White'* - White Rhododendron
- Rosmarinus officinalis* 'Blue Spires' - Blue Spires Rosemary
- Sarcococca hookeriana* var. *humilis* - Himalayan Sweet Box

DECIDUOUS SHRUBS

- Cornus sericea* 'Kelseyii' - Kelsey Dogwood
- Fothergilla gardenii* - Dwarf Fothergilla
- Spiraea betulifolia* 'Tor' - Birch-Leaf Spirea
- Viburnum plicatum tomentosum* 'Mariesii' - Doublefile Viburnum

GRASSES / FERNS / GROUNDCOVER

- Helictotrichon sempervirens* - Blue Oat Grass
- Carex testacea* - Orange Sedge
- Calamagrostis* 'Karl Foerster' - Feather Reed Grass
- Nassella tenuissima* - Mexican feather grass
- Blechnum spicant* - Deer Fern
- Asarum caudatum* - Wild Ginger
- Euphorbia amygdaloides* var. *robbiae* - Wood spurge
- Miscanthus sinensis* 'Little Kitten' - Little Kitten Maiden Grass
- Liriope muscari* 'Big Blue' - Big Blue Lilyturf
- Lonicera pileata* - Moss Green Privet Honeysuckle
- Maianthemum racemosum* - False Solomon's Seal
- Pachysandra terminalis* - Japanese Spurge

PERENNIALS

- Astilbe chinensis* 'Visions' - Visions Astilbe
- Ligularia* 'The Rocket' - Rocket Ligularia
- Hosta* sp
- Hemerocallis x 'Stella de Oro'* - Dwarf Daylily
- Helleborus orientalis* - Lenten rose
- Rudbeckia hirta* - Black-eyed Susan
- Salvia* 'May Night' - May Night Sage

5 STORMWATER PLANTING

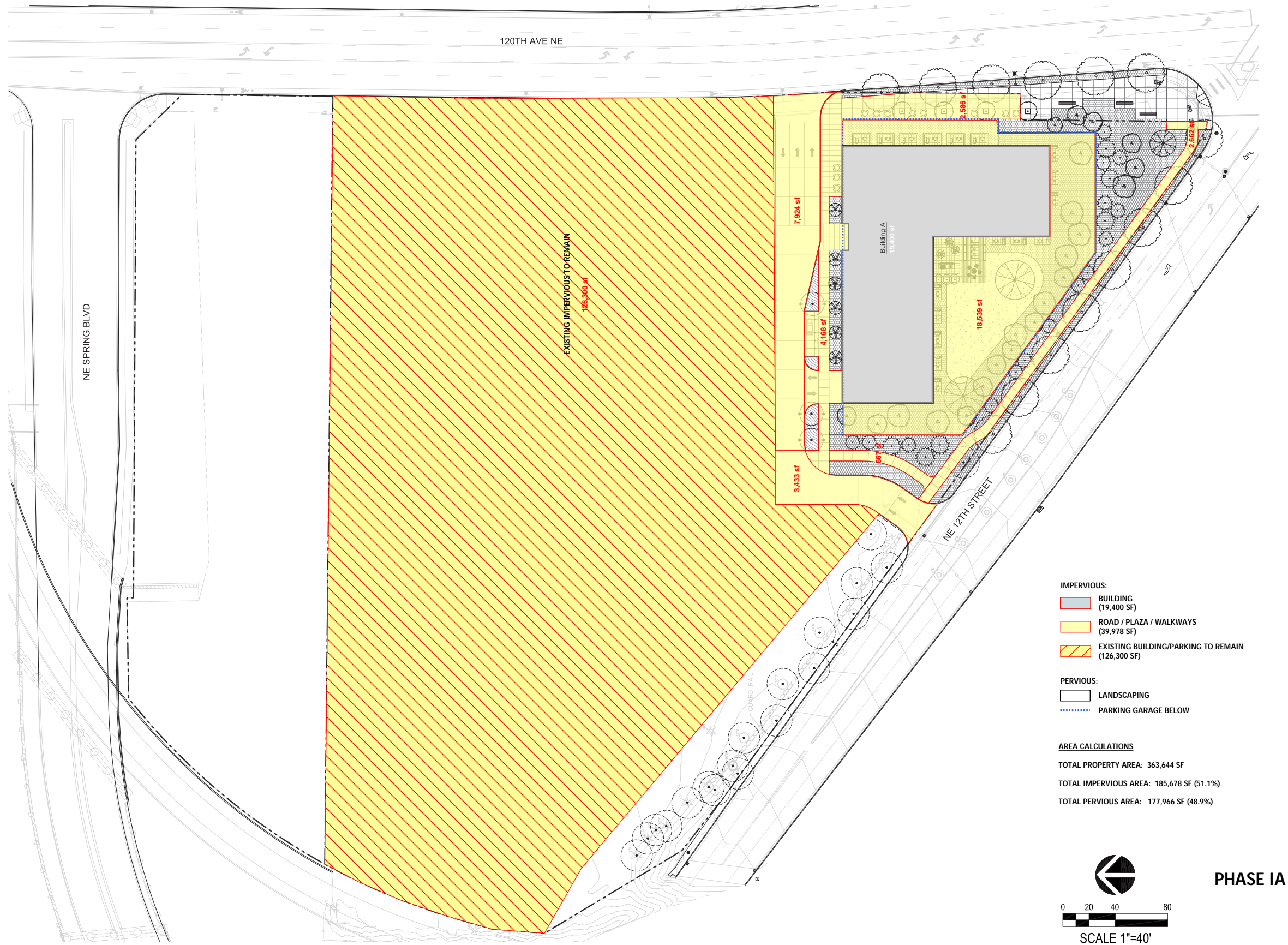
- Carex obnupta* - Slough Sedge
- Juncus patens* - Spreading Rush
- Iris douglasiana* - Douglas iris



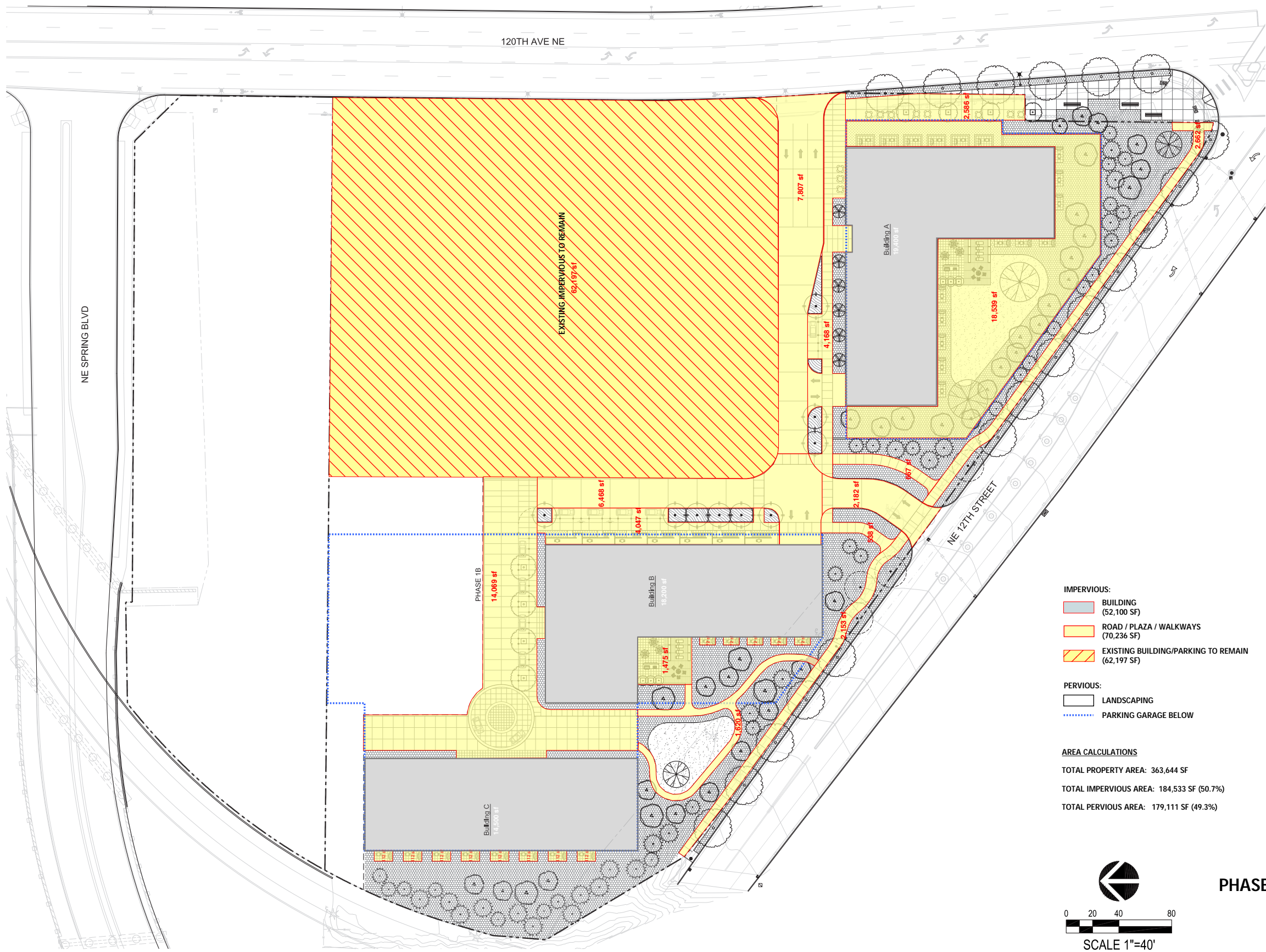
Section Location Site Plan



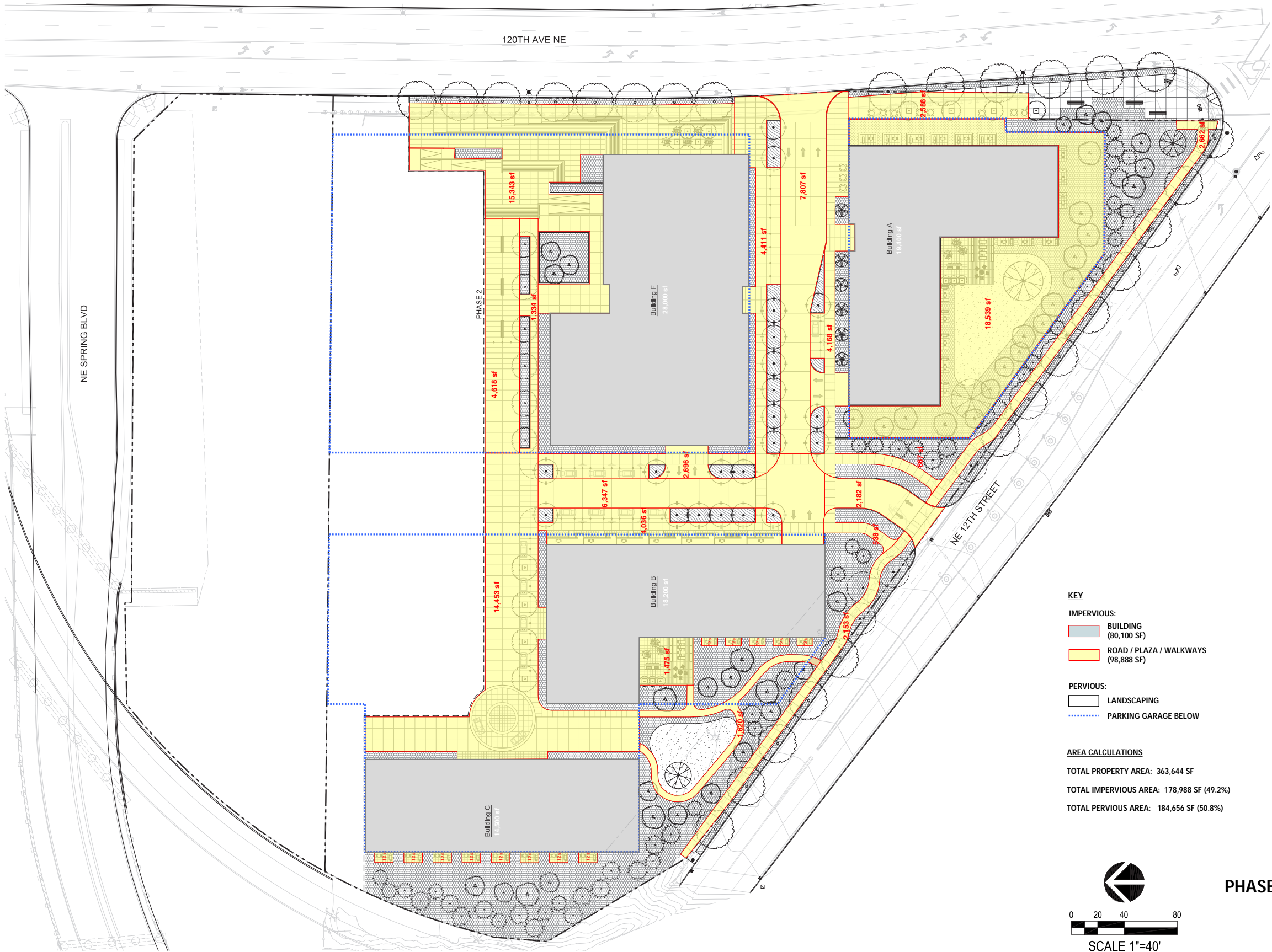
# Impervious Surface Calculations



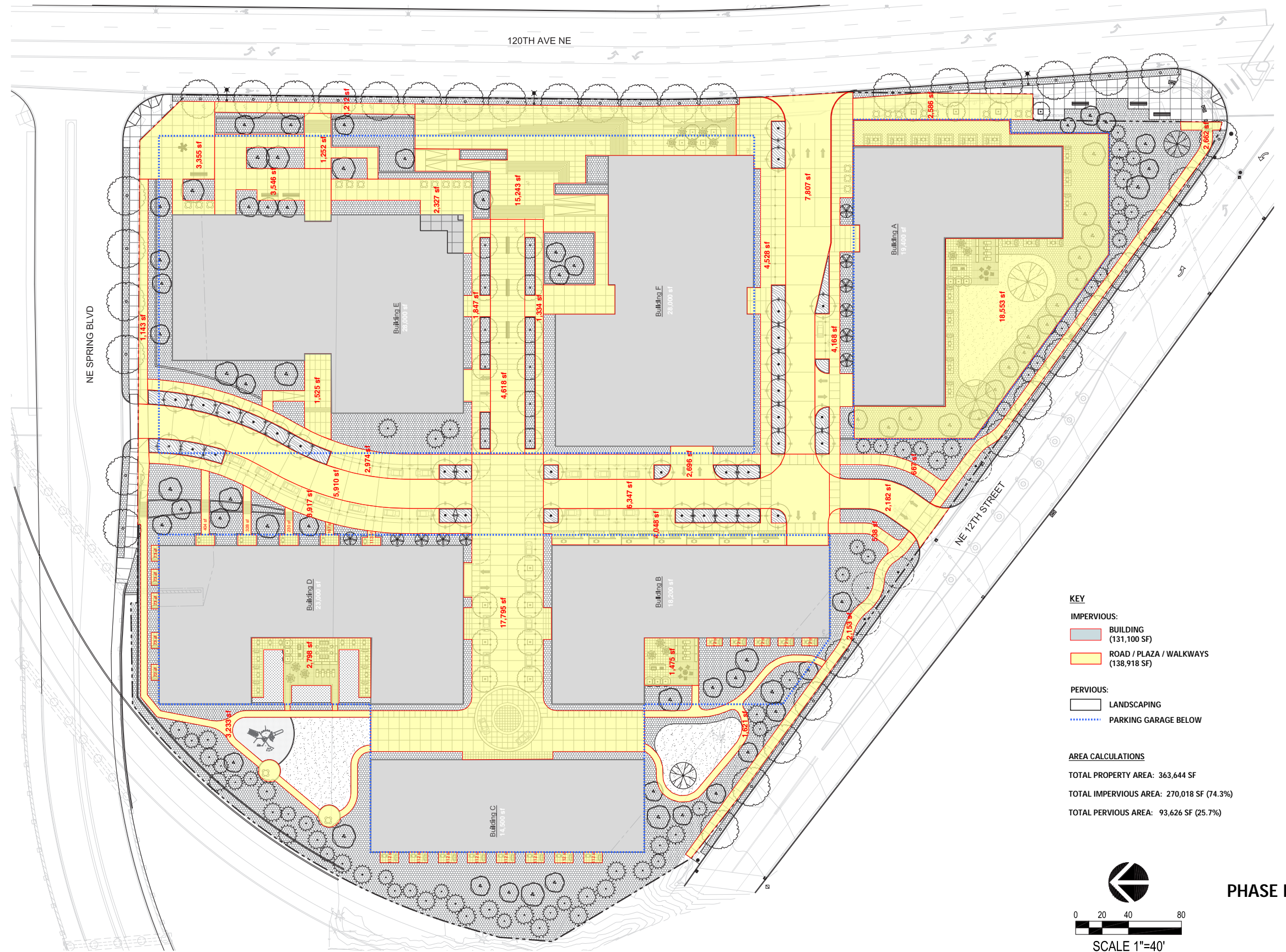
# Impervious Surface Calculations



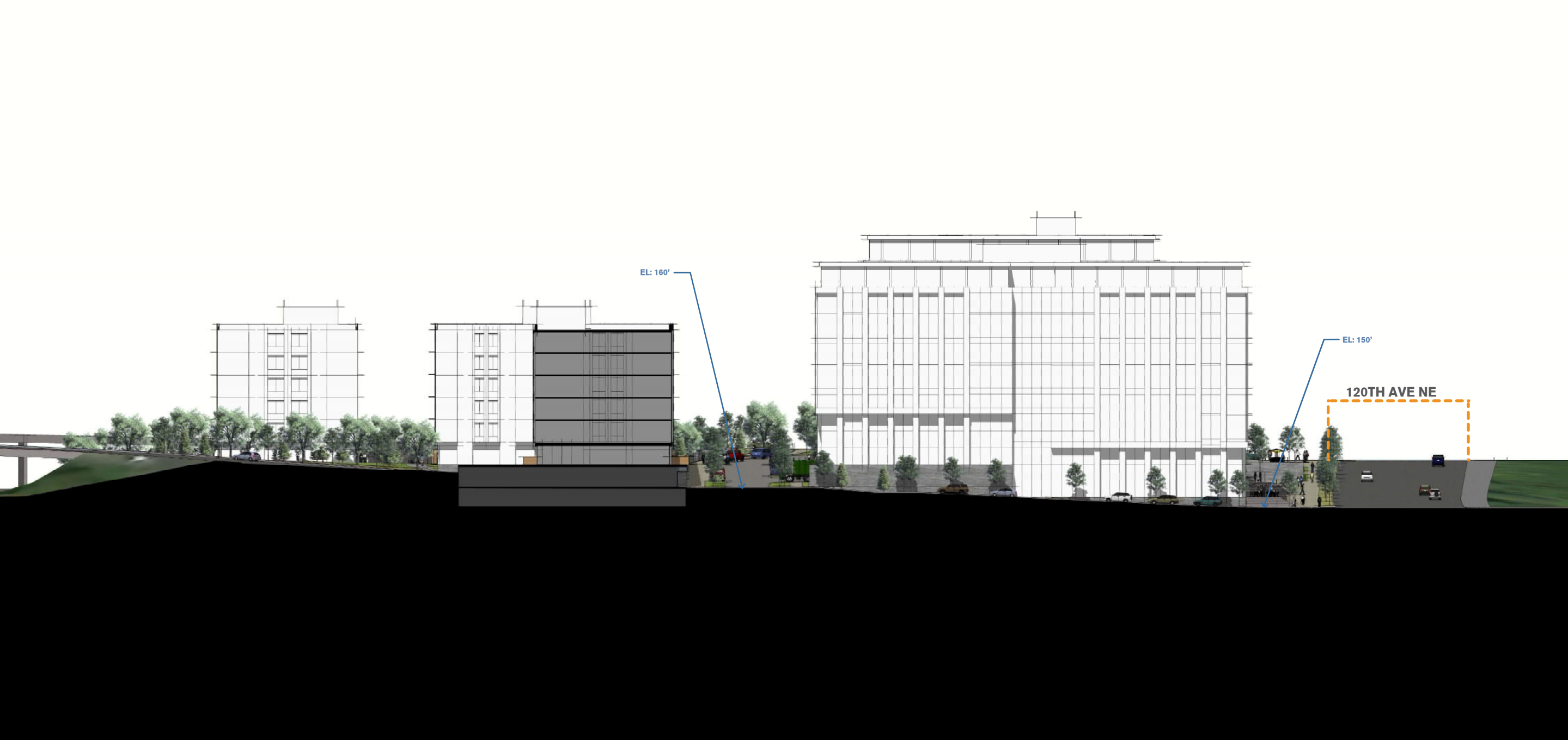
# Impervious Surface Calculations



# Impervious Surface Calculations



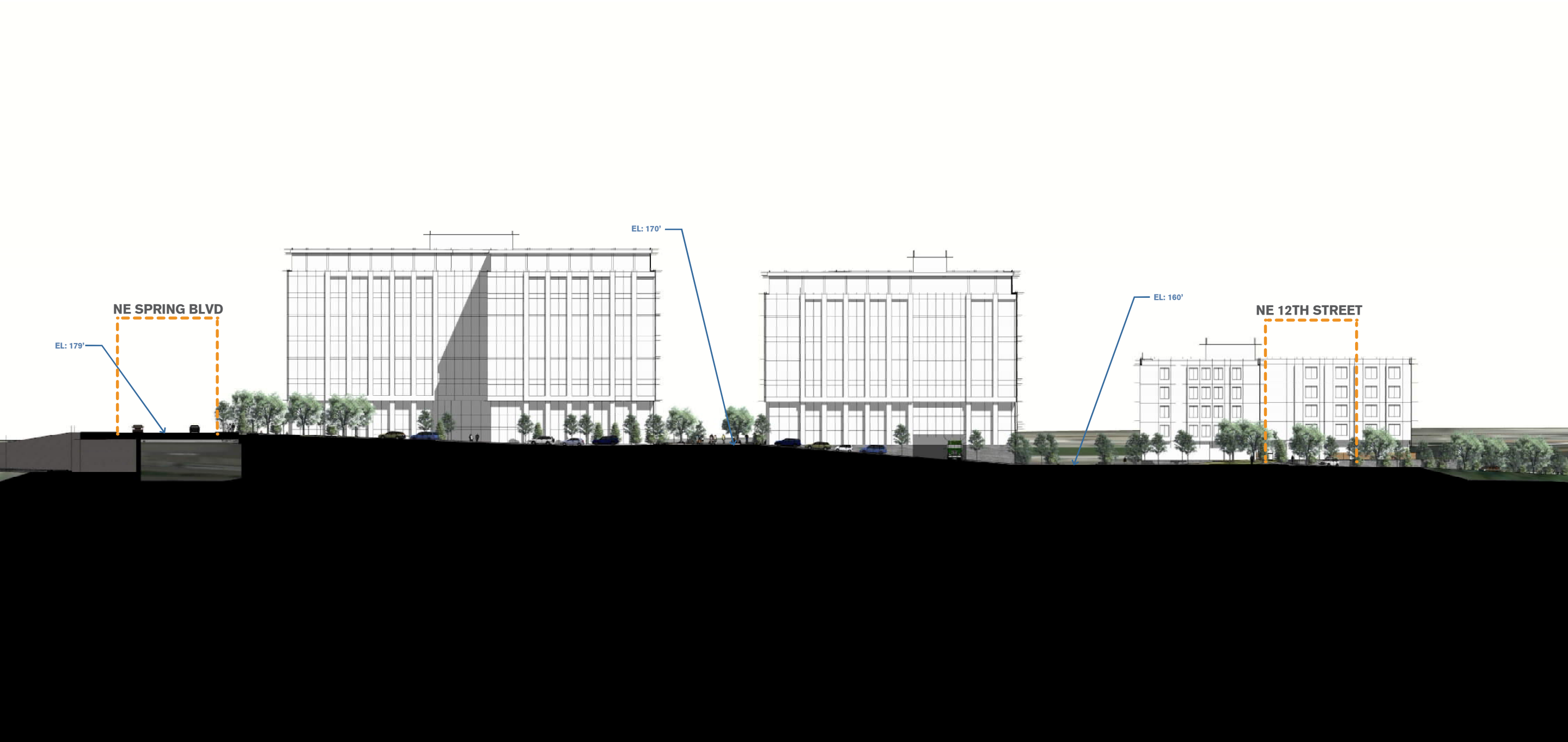
Site Section 1



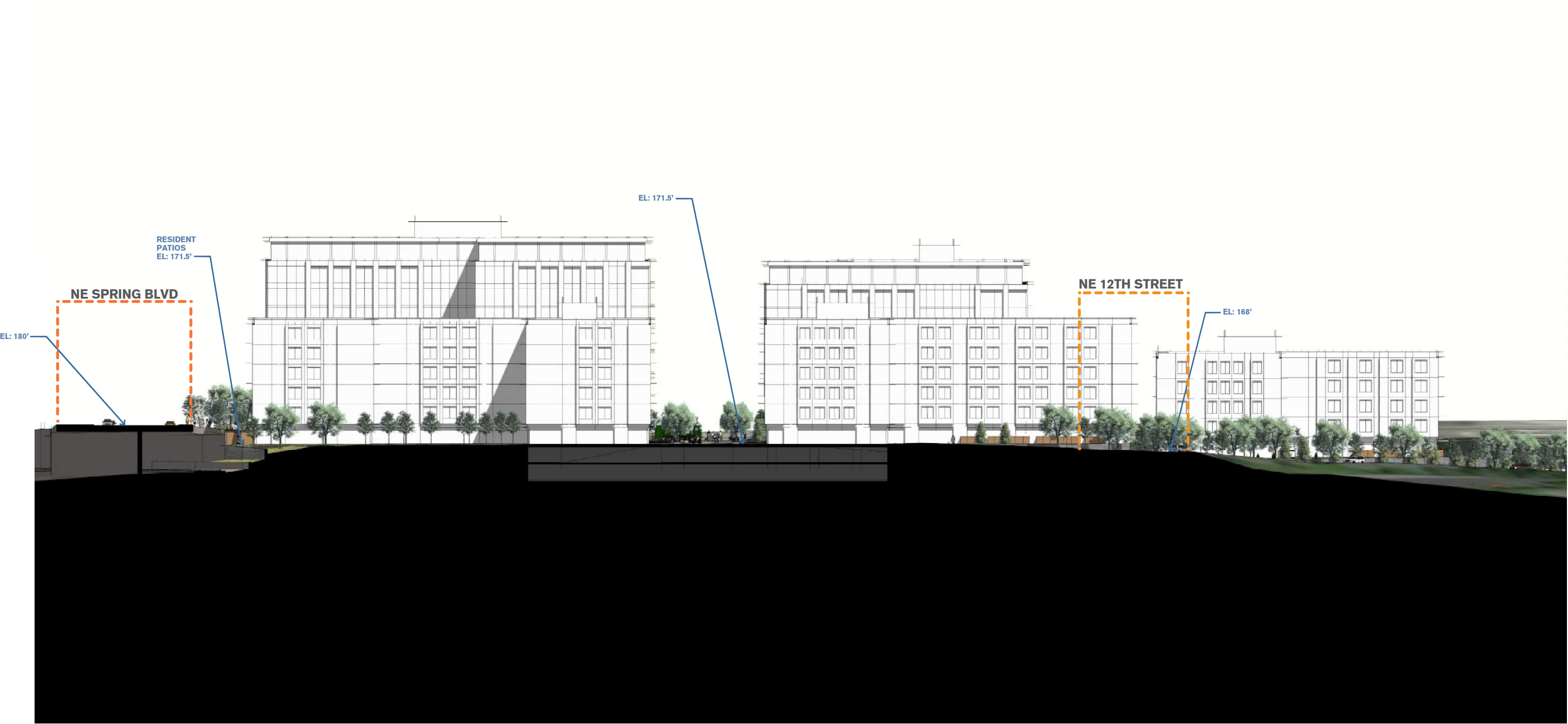
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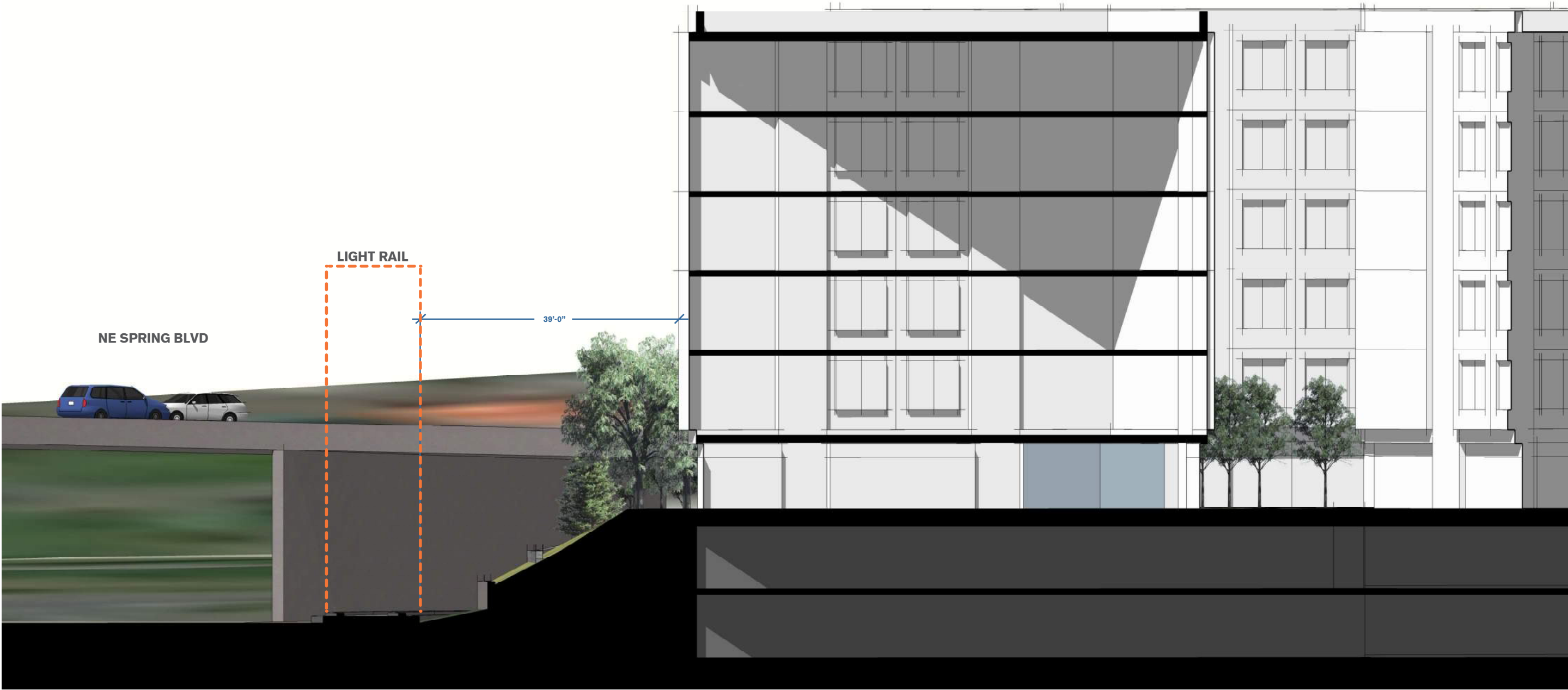
Site Section 3



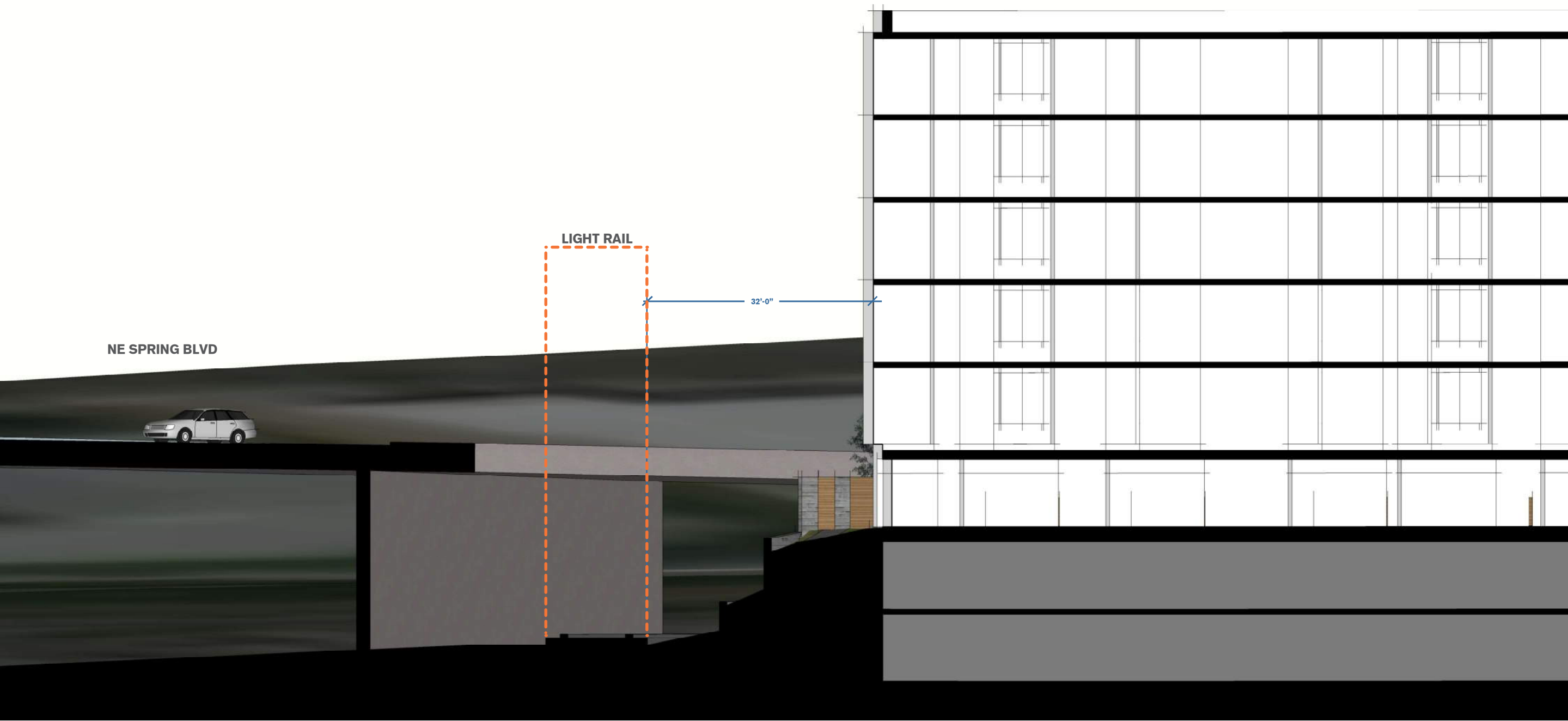
Site Section 4



Rail Setback - Section 5



Rail Setback - Section 6



# Views



Perspective view looking southeast

## Views



Perspective view looking east from Spring Blvd and NE 12th Street

# Views



Perspective view looking northwest from corner of NE 12th Street and 120th Avenue NE

# Views



Perspective view looking WEST from the corner of NE Spring Blvd and 120th Avenue NE

# Views



Perspective view looking northeast from NE 12th Street

# Views



Ground plane view looking east from the corner of NE Spring Blvd and NE 12th Street

# Views



Ground plane view looking southwest from the corner of NE Spring Blvd and 120th Avenue NE

# Views



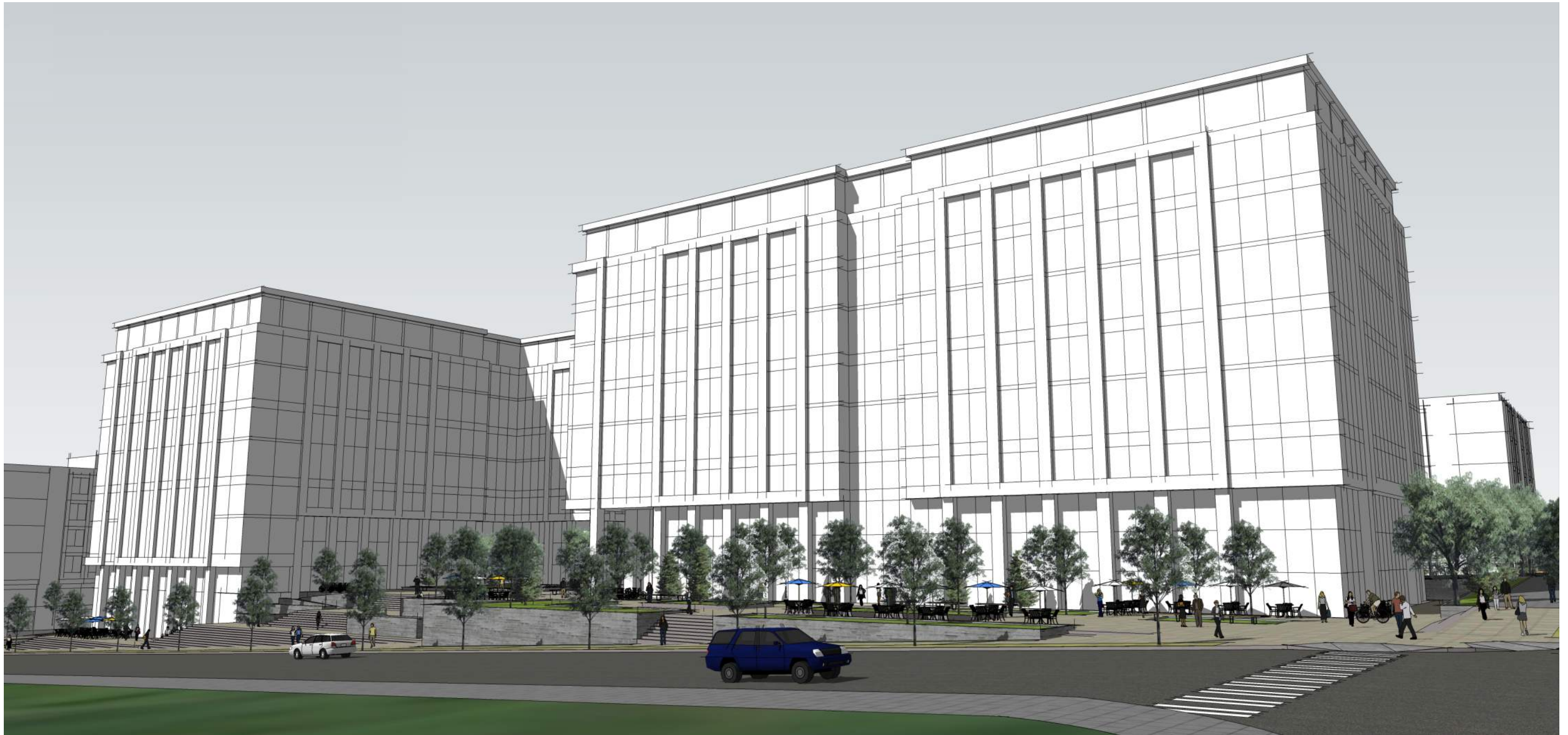
Ground plane view looking northwest from the corner of NE 12th Street and 120th Avenue NE

# Views



Perspective view looking east along Building D and NE Spring Blvd

# Views



Ground plane view looking east along Building D, NE Spring Blvd and Light Rail

# Views



Ground plane view of the Mid-Block Connector between Buildings E and F

# Views



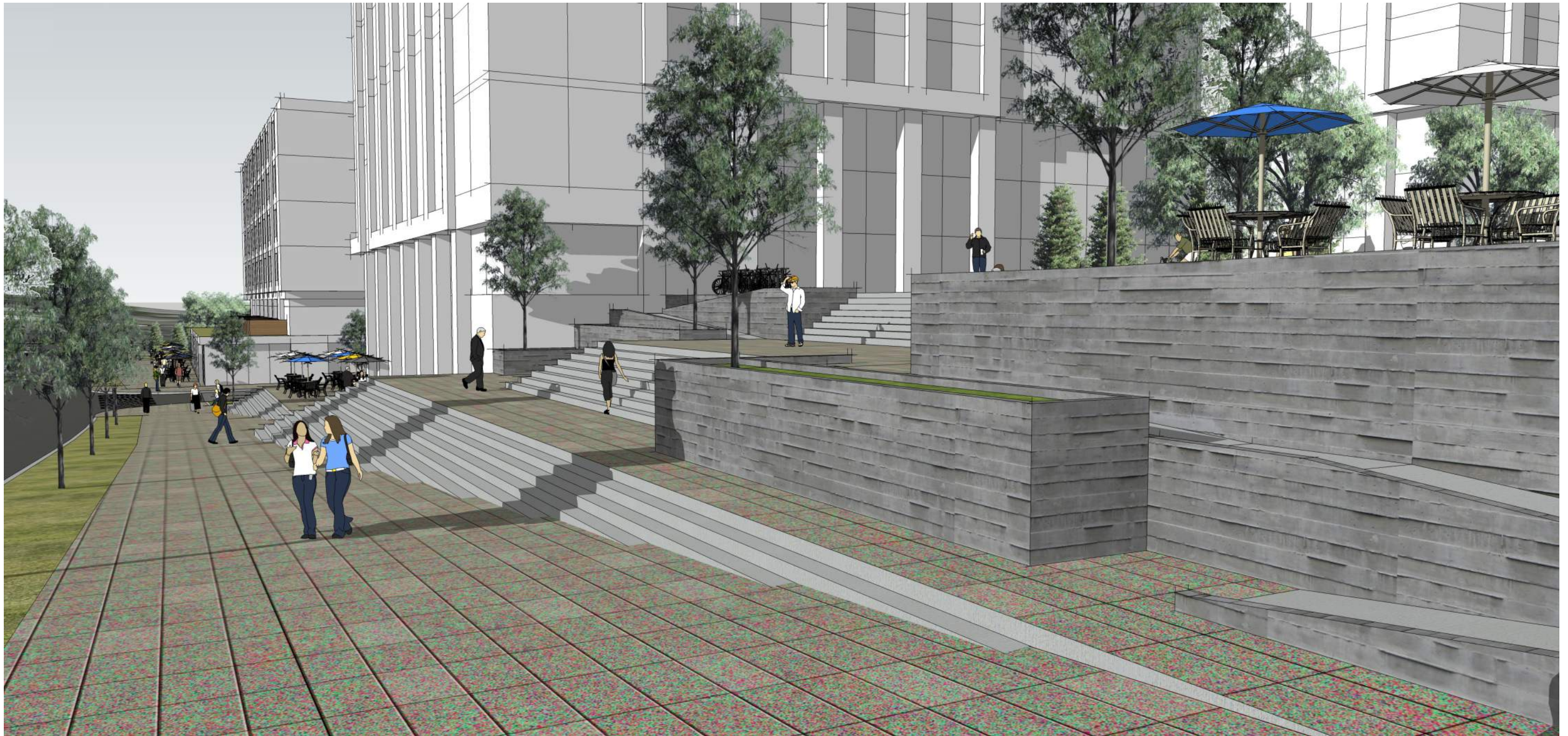
Perspective view looking south at the corner of NE Spring Blvd and 120th Avenue NE, Spring Boulevard Plaza

# Views



Ground plane view looking east along Building D, NE Spring Blvd and Light Rail

# Views



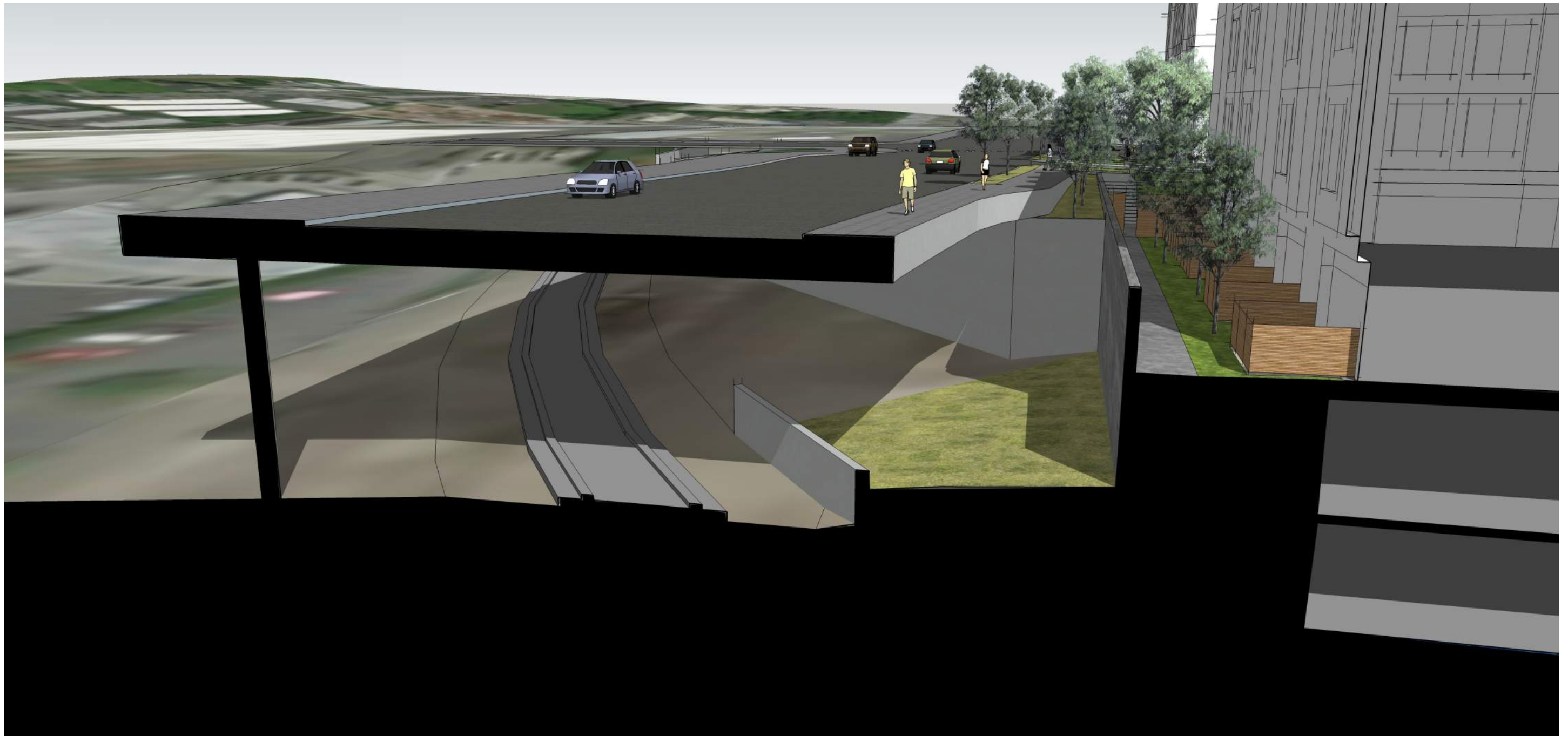
Ground plane view of the Mid-Block Connector between Buildings E and F

# Views



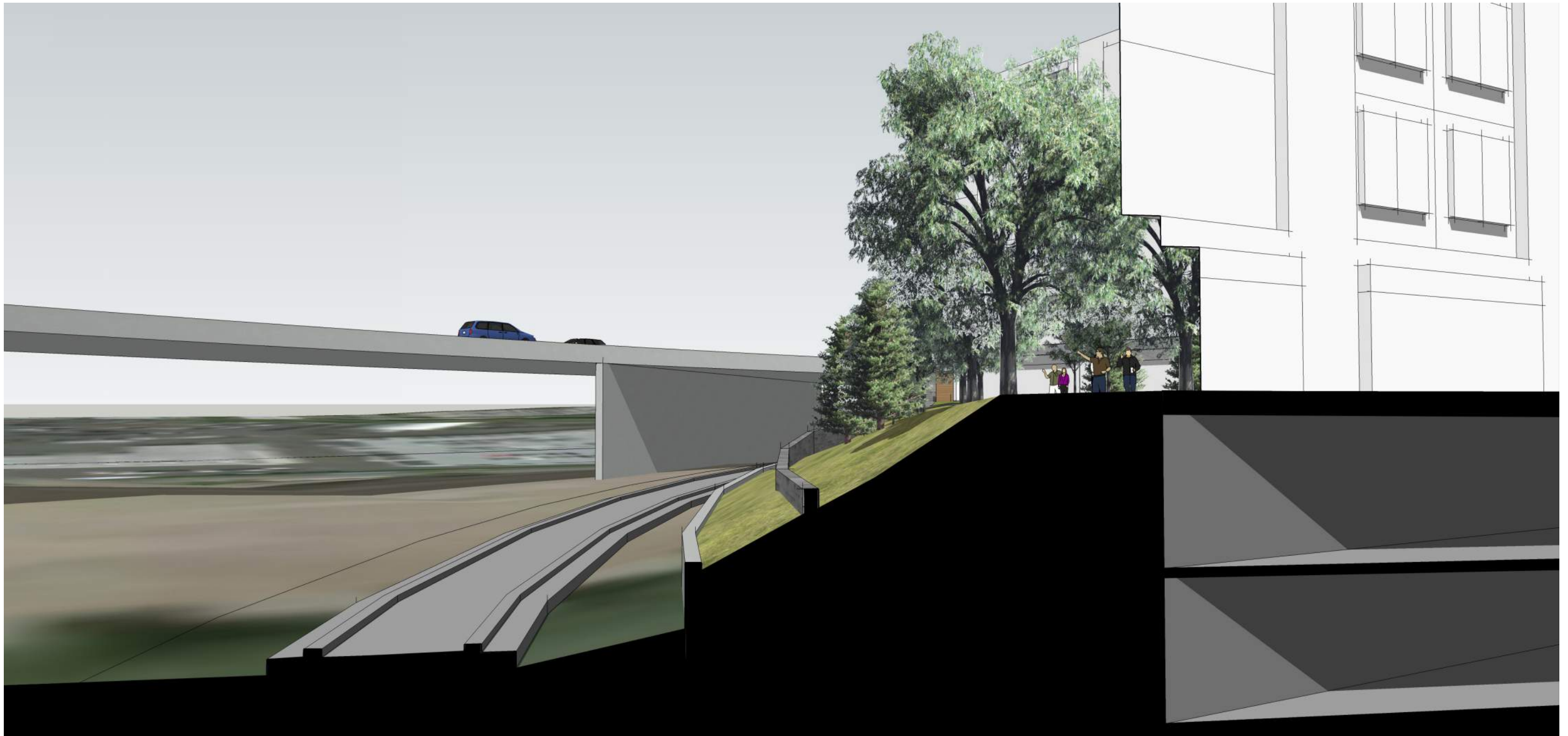
Ground plane view of the retail space in Building F

# Views



Looking east at Building D along Spring Blvd and Light Rail

# Views



Looking north along east property line with Light Rail

# Views



Looking southeast along NE 12th Street

Site View Locations



Spring and 120th - View 1 1



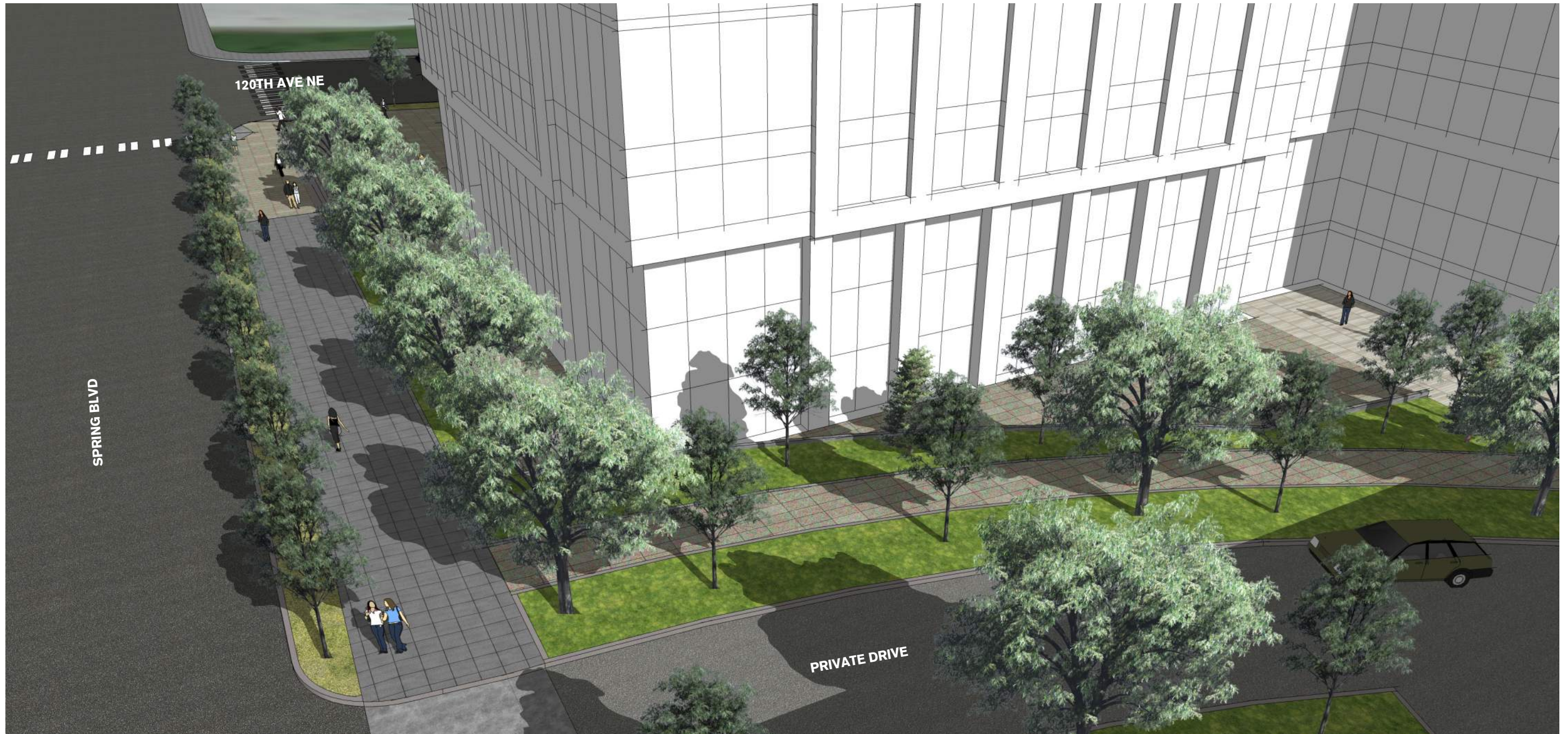
The design of the public plaza at the intersection of Spring and 120th allows for approximately 160 linear feet of at grade pedestrian access along both streets. The location of the office buildings at the NE corner of the site is intended to create the maximum amount of public open space oriented towards the at grade intersection of Spring and 120th. This public plaza is intended to provide direct access to planned retail space at the NE corner of the north office building. Continuing west along Spring blvd the private office functions at the ground level are protected and softened by a landscape buffer in the required building setback.

Public Plaza looking North - View 2 2



In order to enhance the pedestrain environment much effort was made to orient the office buildings in the NE corner of the site in a way that gives as much area back to the public realm as possible starting at the intersection of Spring blvd and 120th. The public plaza created allows for a depth of approximately 75' and a length from Spring blvd of 370'.

## Aerial at Spring and NS Internal Drive - View 3 3



In order to have the NE public plaza be pedestrian oriented at grade along the intersection of Spring blvd and 120th, the finish floor level of the north office building on the ends up being 6'-7' below the level of Spring blvd by the time you reach the private drive access shown above. In order to maintain usable office space at this lower finish floor the design utilizes the required building setback to provide a nicely landscaped sidewalk leading to the private access road. From the north private access the street then slopes down to the next plaza area on the west side of the north office building.

Aerial at Spring and 120th looking SW - View 4 4



In total 87% of the non-residential street frontage along Spring blvd and 120th is accessible from sidewalk grade and designed around public plaza's with retail components.

## Aerial at Spring and NS Internal Drive - View 5 5



Looking East from Spring Blvd bridge above light rail - View 6 6



Looking NW from NE12th St - View 7 



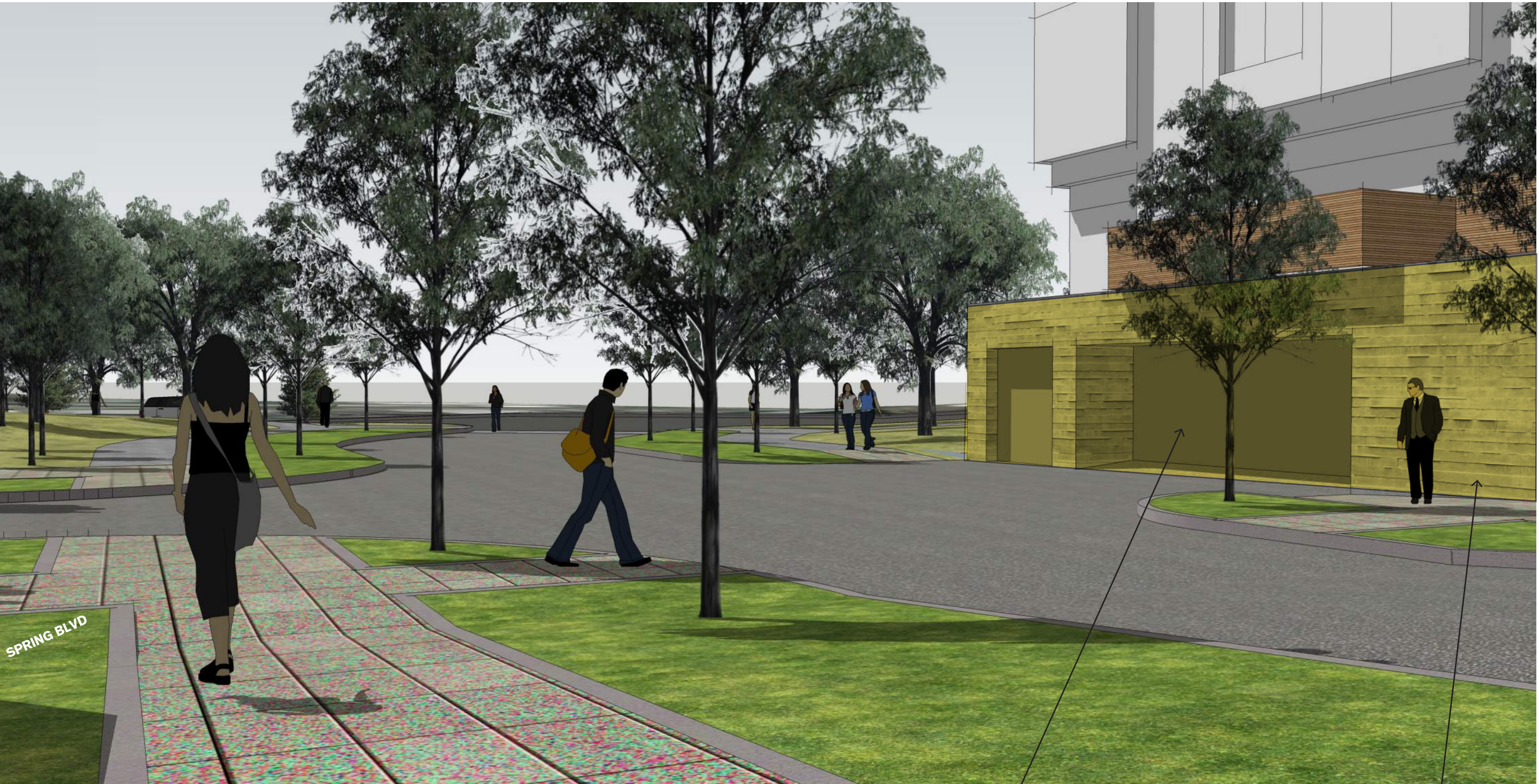
Exposed garage walls shall be screened by landscaping, green walls, other façade treatments or a combination thereof. The specific design shall be approved by the City at the time of Design Review for each building

# Looking NW from NE 12th St and private drive access - View 8 8



Exposed garage walls shall be screened by landscaping, green walls, other façade treatments or a combination thereof. The specific design shall be approved by the City at the time of Design Review for each building

Building B garage entrance

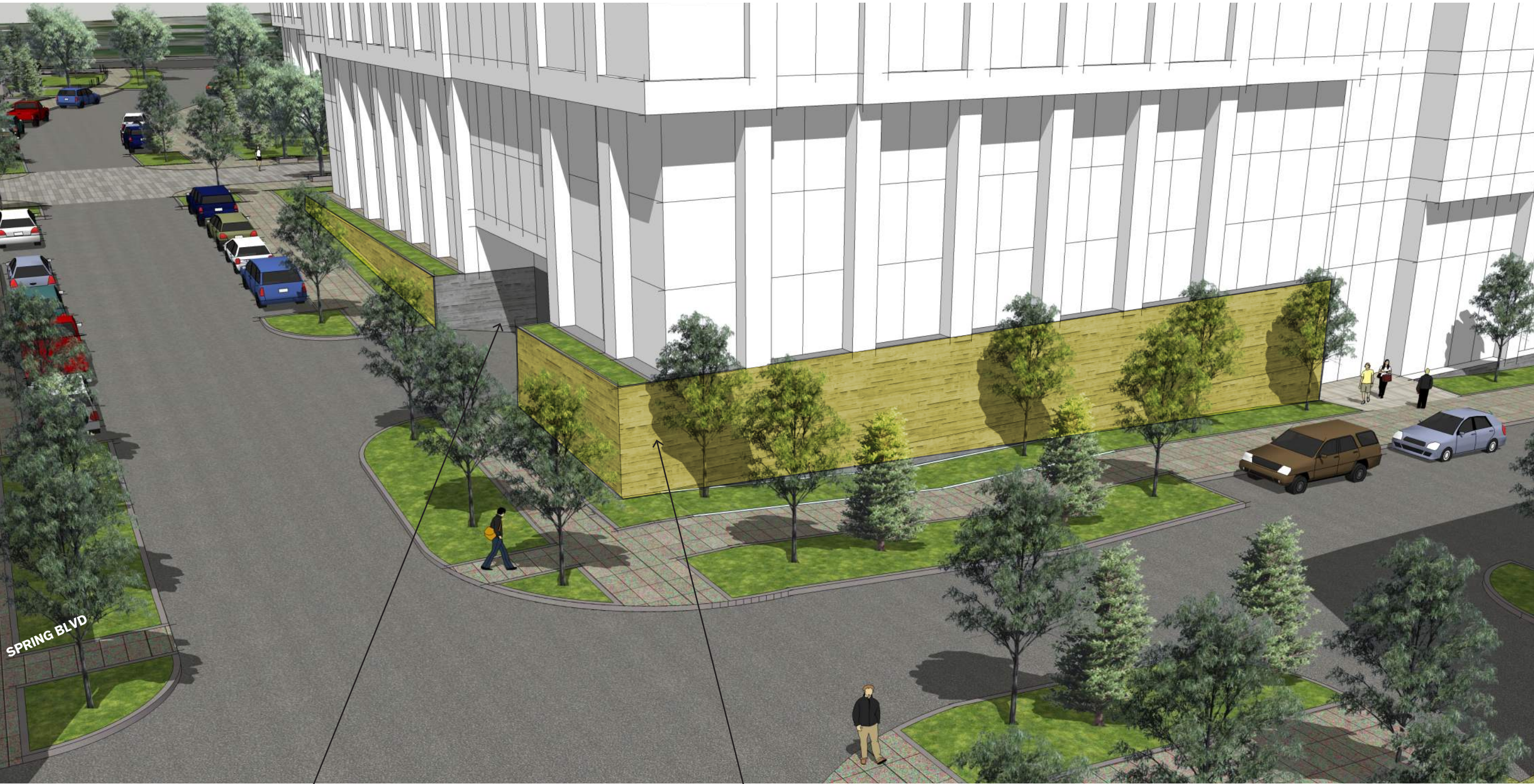


SPRING BLVD

Building B garage entrance

Exposed garage walls shall be screened by landscaping, green walls, other façade treatments or a combination thereof. The specific design shall be approved by the City at the time of Design Review for each building

Looking NE at building B garage entrance and private drive - View 10 10



Building F garage entrance

Exposed garage walls shall be screened by landscaping, green walls, other façade treatments or a combination thereof. The specific design shall be approved by the City at the time of Design Review for each building

Looking NW at office buildings E and F along 120th Ave NE - View 11 11

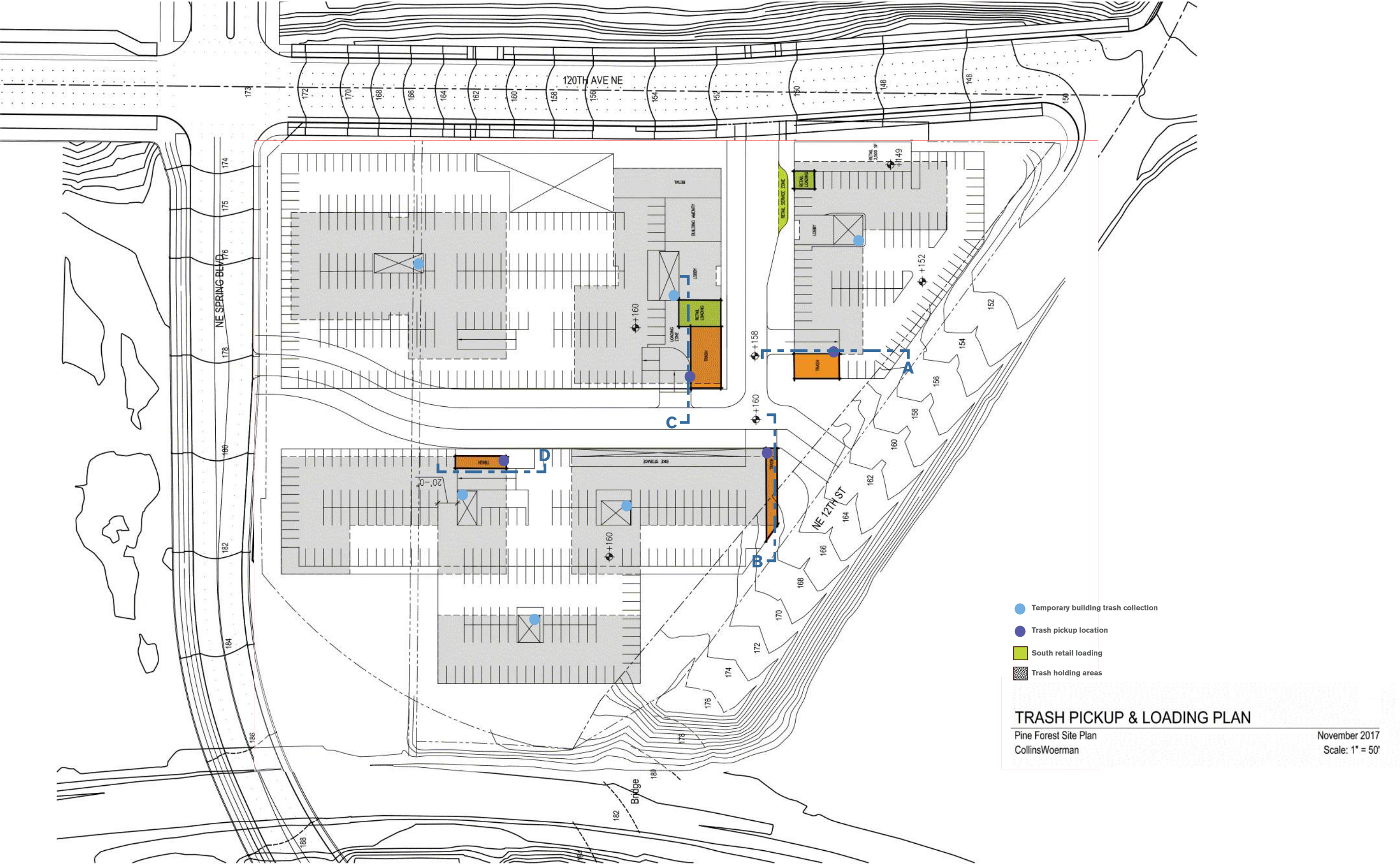


Exposed garage walls shall be screened by landscaping, green walls, other façade treatments or a combination thereof. The specific design shall be approved by the City at the time of Design Review for each building

Below grade garage faced by retail at 120th ave ne and building lobby/entrance off private drive

Below grade garage faced by stepped plaza, pedestrain access through site, and landscaping

# Trash Collection and Pickup Locations



## Pickup location Section A



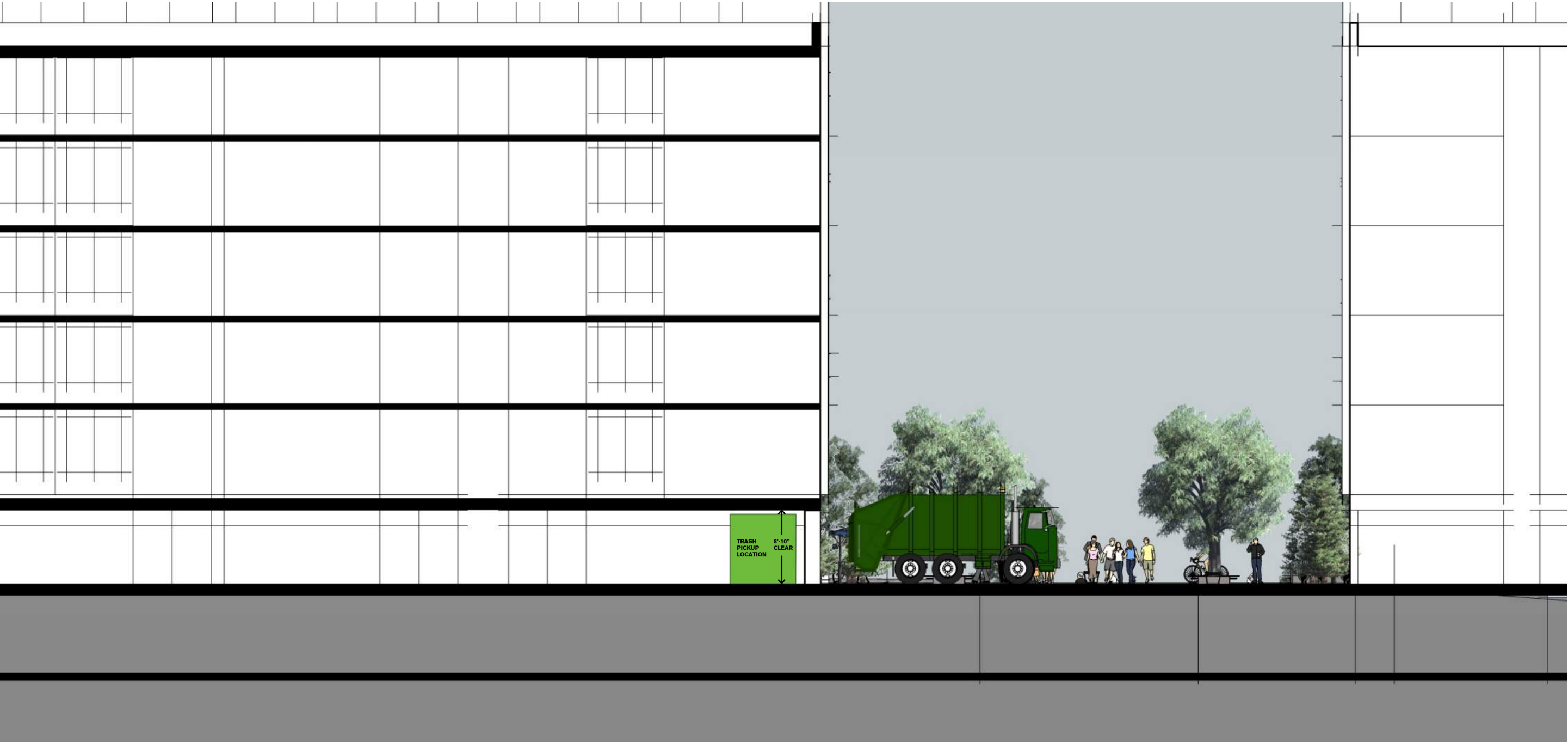
Pickup Location Section B



## Pickup Location Section C



Pickup Location Section D



Development  
Program:  
Gross SF

CONSTRUCTION AREA SUMMARY - GSF									
	PHASE 1				PHASE 2	PHASE 3			PHASES 1-3
	BUILDING A	BUILDING B	BUILDING C	PHASE 1 TOTAL	PHASE 2 BUILDING F	BUILDING D	BUILDING E	PHASE 3 TOTAL	PINE FOREST TOTAL
RETAIL									
Level 1	3,500				1,200		1,300	6,000	10,700
OFFICE									
Level 1					9,000		26,700	26,700	35,700
Level 2					28,000		28,000	28,000	56,000
Level 3					28,000		28,000	28,000	56,000
Level 4					28,000		28,000	28,000	56,000
Level 5					28,000		28,000	28,000	56,000
Level 6					28,000		28,000	28,000	56,000
Level 7					28,000		28,000	28,000	56,000
Level 8					28,000		28,000	28,000	56,000
Level 9							28,000	28,000	28,000
TOTAL OFFICE					206,200		252,000	256,700	462,900
RESIDENTIAL									
Level 1	19,400	18,200	14,500	52,100		23,000		23,000	75,100
Level 2	19,400	18,200	14,500	52,100		23,000		23,000	75,100
Level 3	19,400	18,200	14,500	52,100		23,000		23,000	75,100
Level 4	19,400	18,200	14,500	52,100		23,000		23,000	75,100
Level 5	19,400	18,200	14,500	52,100		23,000		23,000	75,100
Level 6		18,200	14,500	32,700		23,000		23,000	55,700
TOTAL RESIDENTIAL	97,000	109,200	87,000	293,200		138,000		138,000	431,200
PARKING									
P1	39,073	56,520		152,113	43,250	36,830	55,682	92,512	287,875
P2		56,520			50,618	36,830	55,682	92,512	143,130
P3					50,618		55,682	55,682	106,300
TOTAL PARKING SF	39,073	113,040		152,113	144,486	73,660	167,046	240,706	537,305
STALLS REQUIRED <sup>1</sup>									
Retail: 2.0 Stalls/1000nsf	7			7	2		3	3	12
Office: 2.0 Stalls/1000nsf					369		454	454	823
Residential: 0.75 Stalls/Unit <sup>2</sup>	72	83	66	221		105		105	326
TOTAL STALLS REQ'D	79			228	371		457	562	1,161
STALLS PROVIDED <sup>1</sup>									
Retail	7			7	2		3	3	12
Office					378		505	505	883
Residential	77	250		327		172		172	499
TOTAL STALLS PROVIDED	84	250		334	380	172	508	680	1,394
SUMMARY	PHASE 1				PHASE 2	PHASE 3			TOTAL
TOTAL RETAIL	3,500			3,500	1,200		1,300	1,300	6,000
TOTAL OFFICE					206,200		252,000	256,700	462,900
TOTAL RESIDENTIAL	97,000	109,200	87,000	293,200	0	138,000		138,000	431,200
TOTAL BUILDING AREA	100,500	109,200	87,000	296,700	207,400	138,000	253,300	391,300	900,100
TOTAL GARAGE AREA				152,113	144,486			240,706	537,305
TOTAL STALLS REQUIRED				228	371			562	1,161
TOTAL STALLS PROVIDED				334	380			680	1,394

<sup>1</sup> Provided Based on 9' X 18' Stall.  
<sup>2</sup> Requirement Based on 725 nsf / Unit.

Development  
Program:  
Net SF

CONSTRUCTION AREA SUMMARY - NSF									
	PHASE 1				PHASE 2	PHASE 3			PHASES 1-3
	BUILDING A	BUILDING B	BUILDING C	PHASE 1 TOTAL	PHASE 2 BUILDING F	BUILDING D	BUILDING E	PHASE 3 TOTAL	PINE FOREST TOTAL
RETAIL									
Level 1	3,500			3,500	1,200		1,300	1,300	6,000
OFFICE (Gross Floor Area)									
Level 1					8,100		25,200	25,200	33,300
Level 2					25,200		25,200	25,200	50,400
Level 3					25,200		25,200	25,200	50,400
Level 4					25,200		25,200	25,200	50,400
Level 5					25,200		25,200	25,200	50,400
Level 6					25,200		25,200	25,200	50,400
Level 7					25,200		25,200	25,200	50,400
Level 8					25,200		25,200	25,200	50,400
Level 9							25,200	25,200	25,200
TOTAL OFFICE					184,500		226,800	226,800	411,300
RESIDENTIAL (Net Rentable SF)									
Level 1		14,924	11,890	26,814		18,860		18,860	45,674
Level 2	15,908	14,924	11,890	42,722		18,860		18,860	61,582
Level 3	15,908	14,924	11,890	42,722		18,860		18,860	61,582
Level 4	15,908	14,924	11,890	42,722		18,860		18,860	61,582
Level 5	15,908	14,924	11,890	42,722		18,860		18,860	61,582
Level 6	15,908	14,924	11,890	42,722		18,860		18,860	61,582
TOTAL RESIDENTIAL	79,540	89,544	71,340	240,424		113,160		113,160	353,584
PARKING									
P1	37,073	54,020		91,093	28,795	30,702	53,682	84,384	204,272
P2		54,020		54,020	49,118	30,702	53,682	84,384	187,522
P3					49,118		53,682	53,682	102,800
TOTAL PARKING SF	37,073	108,040		145,113	127,031	61,404	161,046	222,450	494,594
STALLS REQUIRED									
Retail: 2.0 Stalls/1,000nsf	7			7	2		3	3	12
Office: 2.0 Stalls/1,000nsf <sup>1</sup>					369		454	454	823
Residential: 0.75 Stalls/Unit <sup>2</sup>	72	83	66	221		105		105	326
TOTAL STALLS REQ'D	79	83	66	228	371		457	562	1,161
STALLS PROVIDED									
Retail	7			7	2		3	3	12
Office					378		505	505	883
Residential	77	250		327		172		172	499
TOTAL STALLS PROVIDED	84	250		334	380	172	508	680	1,394
SUMMARY	PHASE 1				PHASE 2	PHASE 3			TOTAL
TOTAL RETAIL	3,500				1,200	1,300		1,300	6,000
TOTAL OFFICE					184,500	226,800		226,800	411,300
TOTAL RESIDENTIAL	79,540	89,544	71,340	240,424	0	113,160	113,160		353,584
TOTAL BUILDING AREA	83,040	89,544	71,340	243,924	185,700	113,160	228,100	341,260	770,884
TOTAL GARAGE AREA	145,113				127,031	222,450			494,594
TOTAL STALLS REQUIRED	228				371	562			1,161
TOTAL STALLS PROVIDED	334				380	680			1,394

<sup>1</sup> Office Parking Calculated per NSF (0.9 of GSF)

<sup>2</sup> Requirement Based on 810 NSF / Unit.

# Pine Forest Master Development Plan (MDP) 13-113123-LP

Updated Transportation Impact Study  
November 20, 2017

Prepared for:

*Pine Forest Properties, Inc  
11980 NE 24<sup>th</sup> Street, Suite 200  
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Prepared by:



Transportation Engineering NorthWest

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# Table of Contents

<b>FINDINGS/CONCLUSIONS</b> .....	1
<b>INTRODUCTION</b> .....	2
Project Description .....	2
Project Approach .....	2
Primary Data and Information Sources .....	3
<b>FUTURE CONDITIONS</b> .....	6
Planned Transportation Improvements .....	6
Project Trip Generation .....	7
Project Trip Distribution and Assignment .....	8
Future Traffic Operations Analysis .....	10
<i>Future Traffic Volumes</i> .....	10
<i>Future Level of Service</i> .....	10
<i>Vehicle Queuing</i> .....	14
<b>MITIGATION</b> .....	15

## Appendices

- Appendix A – Detailed Trip Generation Calculations
- Appendix B – City of Bellevue Model Trip Assignment
- Appendix C – Level of Service Worksheets
- Appendix D – Queue Worksheets

# List of Figures and Tables

Figure 1 Project Site Vicinity ..... 4

Figure 2 Preliminary Site Plan ..... 5

Figure 3 Net New PM Peak Hour Project Trip Assignment ..... 9

Figure 4 2027 Without-Project PM Peak Hour Traffic Volumes..... 11

Figure 5 2027 With-Project PM Peak Hour Traffic Volumes..... 12

Table 1 Pine Forest Trip Generation Summary ..... 8

Table 2 LOS Criteria for Signalized and Stop-Controlled Intersections ..... 13

Table 3 2027 Weekday PM Peak Hour Level of Service Summary ..... 13

Table 4 2027 Weekday PM Peak Hour Queues With-Project..... 14

## FINDINGS/CONCLUSIONS

This updated traffic impact analysis has been prepared for the proposed Pine Forest Master Development Plan (MDP) development project in Bellevue, Washington. This is an update to our previous traffic study dated May 19, 2014 and addresses City of Bellevue Transportation Department Comments included in the City's July 21, 2017 Revision Request #2 Letter. The traffic analysis was updated using future traffic volumes from the City's current modeling platform and to reflect the current proposed site plan and land uses.

**Project Proposal.** The Pine Forest site is located in the Bel-Red Corridor of Bellevue, just north of Lake Bellevue on the northwest corner of 120<sup>th</sup> Ave NE/NE 12<sup>th</sup> Street. The north border of the site will be formed by the currently under construction East Link Light Rail line and the new NE Spring Blvd. The west border of the site is the old BNRR railroad corridor which will be utilized by a regional path and the East Link Light Rail line.

**Trip Generation.** The proposed Pine Forest project is anticipated to generate a total of 3,965 net new weekday daily vehicle trips, with 413 trips during the AM peak hour (250 entering, 163 exiting), and 425 trips during the PM peak hour (162 entering, 263 exiting).

**Traffic Operations Analysis.** A future 2027 PM peak hour operations analysis was conducted at 5 study intersections which includes 3 site access locations. Based on the analysis, the study intersections are anticipated to operate at LOS E or better during the weekday PM peak hour in 2027 without or with the project.

Queues from adjacent traffic signals with potential impacts to site access operations include:

- The eastbound left-turn queue from the 120<sup>th</sup> Ave NE/NE Spring Blvd intersection.
- The southbound through queues from the 120<sup>th</sup> Ave NE/NE 12<sup>th</sup> Street intersection.

Given the planned right-in/right-out restrictions at the proposed NE Spring Blvd site access, the anticipated eastbound queues on NE Spring Blvd are not expected to create safety concerns.

The 2027 PM peak hour southbound through queue at 120<sup>th</sup> Ave NE/NE 12<sup>th</sup> Street is anticipated to extend beyond the proposed Pine Forest access on 120<sup>th</sup> Ave NE.

**Mitigation.** Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed. The three site access locations are expected to operate at LOS D or better and the increase in delay as a result of the proposed project at adjacent intersections is expected to be minimal.

# INTRODUCTION

This updated traffic impact analysis has been prepared for the proposed Pine Forest Master Development Plan (MDP) development project in Bellevue (see **Figure 1**). This is an update to our previous traffic study dated May 19, 2014 and addresses City of Bellevue Transportation Department Comments included in the City's July 21, 2017 Revision Request #2 Letter. The traffic analysis was updated using future traffic volumes from the City's current modeling platform and to reflect the current proposed site plan and land uses.

## Project Description

The Pine Forest site is located in the Bel-Red Corridor of Bellevue, just north of Lake Bellevue on the northwest corner of 120<sup>th</sup> Ave NE/NE 12<sup>th</sup> Street. The north border of the site will be formed by the currently under construction East Link Light Rail line and the new NE Spring Blvd. The west border of the site is the old BNRR railroad corridor which will be utilized by a regional path and the East Link Light Rail line.

At full buildout, the proposed development would include up to 458,000 square feet (GFA) of office, 437 multi-family residential units, and 6,000 square feet of retail. The existing/former uses on the site include 209,251 square feet of office and 66,966 square feet of warehouse which would be removed as part of the proposed project.

Vehicular access to the site would be provided via a proposed new traffic signal on 120<sup>th</sup> Avenue NE which would be aligned with the Spring Hill District project located on the east side of 120<sup>th</sup> Avenue NE. Additional vehicular access to the proposed Pine Forest project would be provided via a right-in/right-out only driveway on NE 12<sup>th</sup> Street, and a right-in/right-out only driveway on the City's future NE Spring Blvd. A preliminary site plan is provided in **Figure 2**.

## Project Approach

The specific scope items used in the evaluation of traffic impacts and recommended mitigation measures were discussed and confirmed by City staff and are consistent with the scope of work identified for the *Spring District Master Development Plan Traffic Impact Analysis* (TSI, April 2012). To analyze the traffic impacts from the Pine Forest MDP, the following tasks were undertaken:

- Documented future planned improvements in the study area.
- Developed weekday daily, AM and PM peak hour trip generation estimates.
- Assigned weekday PM peak hour project-generated trips to the future 2027 road network based on the City of Bellevue transportation forecasting model.
- Analyzed future 2027 weekday PM peak hour LOS at the following five study intersections:
  1. 120<sup>th</sup> Ave NE / NE Spring Blvd (future signal)
  2. 120<sup>th</sup> Ave NE / NE 12<sup>th</sup> Street (signal)
  3. 120<sup>th</sup> Ave NE / Spring District Access / Pine Forest Access (future signal)
  4. NE Spring Blvd / Pine Forest Site Access (stop controlled)
  5. NE 12<sup>th</sup> Street / Pine Forest Site Access (stop controlled)
- Assessed future average and 95<sup>th</sup> percentile vehicle queuing at study intersections.

- Provided preliminary recommendations for project mitigation/site access improvements to support the MDP based on the results of the 2027 operations analysis.

## Primary Data and Information Sources

- *Spring District Master Development Plan Traffic Impact Analysis*, TSI, April 2012.
- Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 9<sup>th</sup> Edition, 2012.
- *Bellevue Transportation Impact Fee Program*, 2015 Update.
- City of Bellevue 2016-2027 Transportation Facilities Plan (TFP).
- City of Bellevue Traffic Modeling, November 2017.
- *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition, 2016.

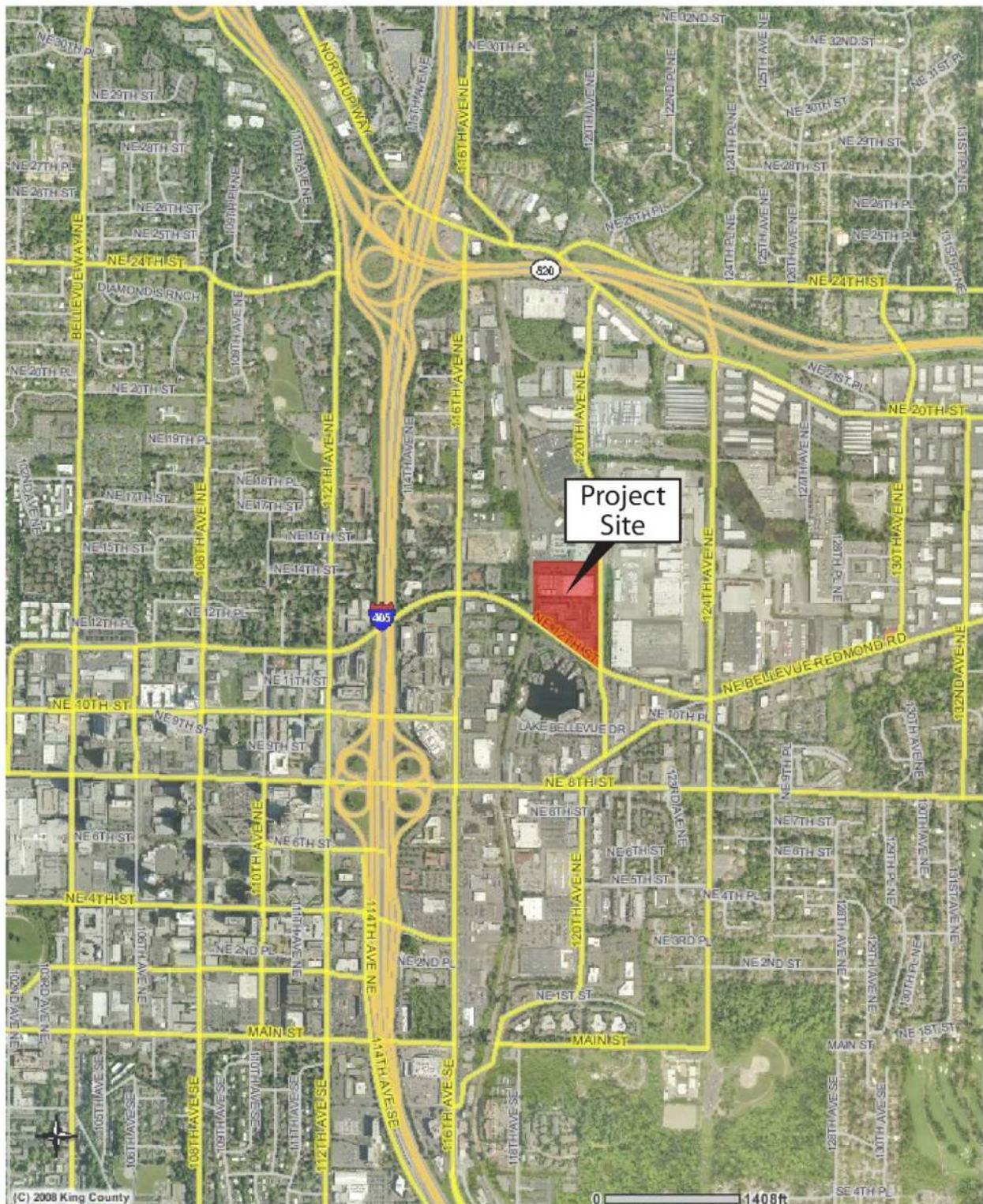


Figure 1: Project Site Vicinity





# FUTURE CONDITIONS

## Planned Transportation Improvements

The following summarizes the known planned transportation improvements in the project vicinity as documented in the City of Bellevue 2016 - 2027 Transportation Facilities Plan (TFP) and the Sound Transit website.

- *2016 – 2027 Transportation Facilities Plan*  
*TFP-208: 120<sup>th</sup> Ave NE from south of NE 8<sup>th</sup> Street to NE 12<sup>th</sup> Street*

Description:

This project will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities.

- *2016 – 2027 Transportation Facilities Plan*  
*TFP-209: NE Spring Blvd from 116<sup>th</sup> Ave NE to 120<sup>th</sup> Ave NE*

Description:

This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor.

- *2016 – 2027 Transportation Facilities Plan*  
*TFP-241: 120<sup>th</sup> Ave NE (stage 3) from 12<sup>th</sup> Street to 16<sup>th</sup> Street*

Description:

This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section

will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.

- *2016 – 2027 Transportation Facilities Plan*  
*TFP-259: NE Spring Blvd from 120<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE*

Description:

This project will complete design and construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE.

- *Sound Transit*  
*120<sup>th</sup> East Link Light Rail Station*

Description:

The 120<sup>th</sup> East Link Light Rail Station would be located between 120<sup>th</sup> Ave NE and 124th Ave NE, north of a planned new NE Spring Blvd roadway, this station will be below street-level to support City of Bellevue and Spring District redevelopment plans. The target year of opening is 2023.

## Project Trip Generation

The net new trips estimated to be generated by with the Pine Forest MDP project were determined by calculating the total trips from the proposed uses and then subtracting out the trips associated with the existing/former uses on the site.

The weekday daily and AM peak hour trip rates used in the analysis were derived from the Institute of Transportation Engineers (ITE) *Trip Generation* manual, 9<sup>th</sup> Edition, and adjusted to account for standard City of Bellevue trip reductions. Consistent with the previous traffic analysis, City of Bellevue downtown trip rates were used to estimate trips associated with the future office and multi-family land uses.

The trip rate for office is a reduced trip rate (90 percent of the basic ITE trip rate) to account for internal non-vehicular trips between on-site and neighboring land uses as well as mode-split adjustments related to transit, ride-sharing, bicycling, and walking opportunities. Therefore, no separate reductions were made to account for internal trips.

In addition, pass-by trip reductions were applied to the proposed retail use for the weekday daily and PM peak hour periods. As a conservative measure, no reductions for pass-by trips were applied to the AM peak hour trip generation estimates. Pass-by trips are made by vehicles that are already

on the adjacent streets and make intermediate stops at the proposed use on route to a primary destination (i.e. on the way from work to home). The pass-by reductions were calculated using the standard City of Bellevue trip reductions as adopted in the Bellevue Transportation Impact Fee Program, 2015 Update.

**Table 1** summarizes the net new weekday daily, AM peak hour, and PM peak hour trip generation estimates. The detailed trip generation estimates are included in **Appendix A**.

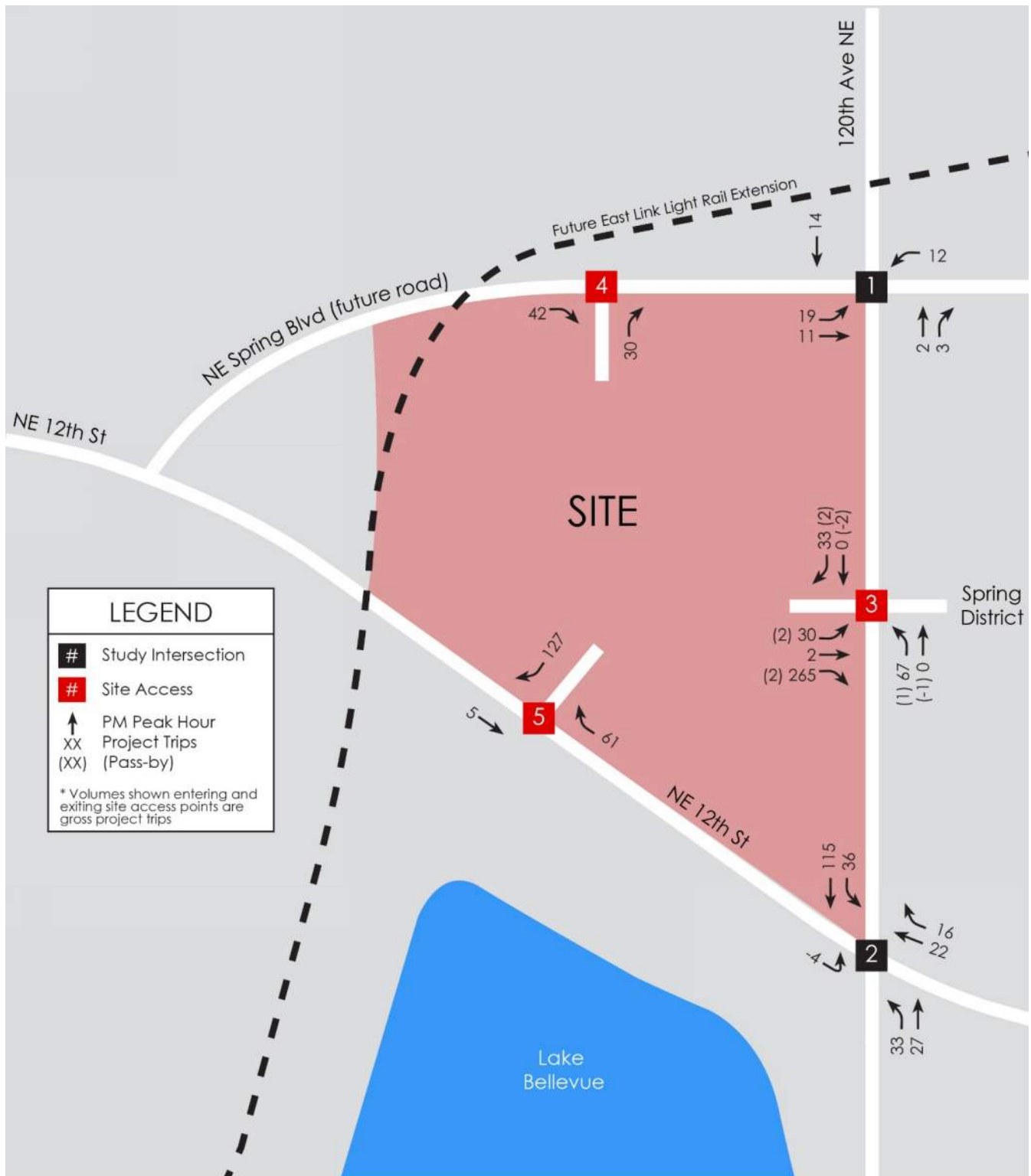
**Table 1**  
**Pine Forest Trip Generation Summary**

Weekday Time Period	Net New Trips Generated		
	In	Out	Total
Daily	1,983	1,982	3,965
AM Peak Hour	250	163	413
PM Peak Hour	162	263	425

As shown in **Table 1**, the proposed project is estimated to generate 3,965 net new weekday daily trips, with 413 net new trips occurring during the weekday AM peak hour (250 entering, 163 exiting) and 425 net new trips occurring during the weekday PM peak hour (162 entering, 263 exiting).

## Project Trip Distribution and Assignment

The City of Bellevue's traffic model was used to distribute and assign the existing and proposed weekday PM peak hour project trips onto the future 2027 road network. The 2027 model used included the City's future Spring Blvd Corridor project. The model trip assignment provided by the City of Bellevue for the Pine Forest development site is included in **Appendix B**. Based on the City's traffic model distribution of trips from the project site, the existing and proposed Pine Forest trips were assigned to the future road network. To determine the net new project trip assignment, the existing Pine Forest trips were subtracted from the proposed project trips. The resulting net new weekday PM peak hour trip assignment is shown in **Figure 3**.



**Figure 3:** Net New PM Peak Hour Project Trip Assignment



## Future Traffic Operations Analysis

A future weekday PM peak hour traffic operations analysis was completed at the following five study intersections:

1. 120<sup>th</sup> Ave NE / NE Spring Blvd (future signal)
2. 120<sup>th</sup> Ave NE / NE 12<sup>th</sup> Street (signal)
3. 120<sup>th</sup> Ave NE / Spring District Access / Pine Forest Access (future signal)
4. NE Spring Blvd / Pine Forest Site Access (stop controlled)
5. NE 12<sup>th</sup> Street / Pine Forest Site Access (stop controlled)

The future 2027 road network and traffic volumes used in the analysis were based results from the City's current modeling platform.

### Future Traffic Volumes

The future 2027 Without-Project weekday PM peak hour traffic volumes used in the analysis were based on future 2027 model volumes provided by the City of Bellevue. Adjustments were made to the 2027 Without-Project volumes to ensure consistency with the trip generation assumed for the existing land uses as documented in this report as well as the existing site driveway locations. **Figure 4** illustrates the resulting 2027 Without-Project PM peak hour traffic volumes at the study intersections.

To determine the future 2027 With-Project PM peak hour traffic volumes at the study intersections, the net new PM peak hour project-generated trips (shown in **Figure 3**), were added to the future 2027 Without-Project volumes (**Figure 4**) to obtain future 2027 With-Project traffic volumes. The total 2027 With-Project PM peak hour traffic volumes at the study intersections and site driveways are shown in **Figure 5**.

### Future Level of Service

A future 2027 PM peak hour Level of Service (LOS) analysis was conducted at the study intersections for 2027 Without-Project conditions and for future 2027 With-Project conditions.

LOS generally refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS. At signalized intersections, LOS A represents free-flow conditions (motorists experience little or no delays), and LOS F represents forced-flow conditions where motorists experience an average delay in excess of 80 seconds per vehicle.

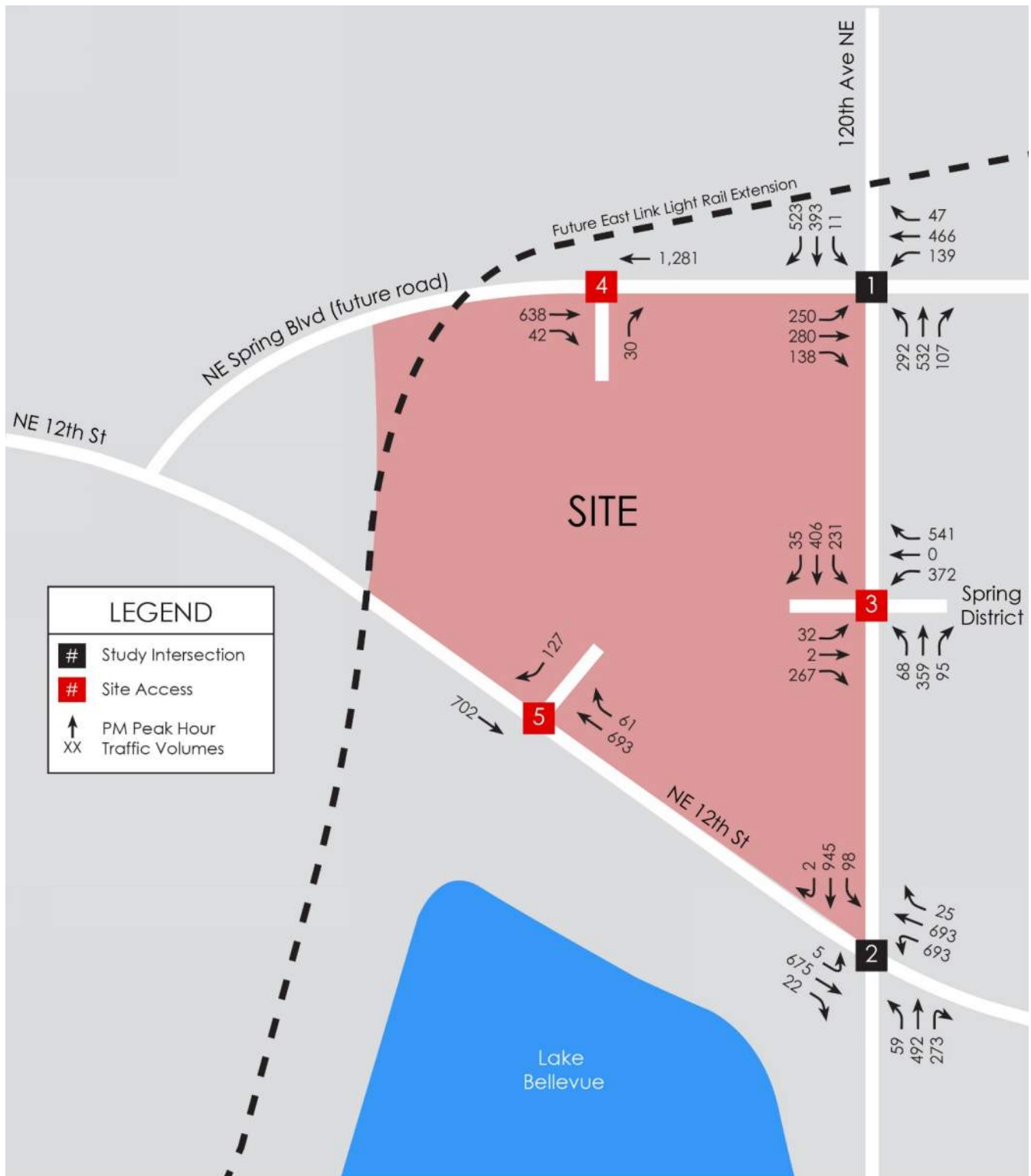
The LOS reported for signalized intersections represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only).

The LOS reported at stop controlled intersections is based on the average control delay and can be reported for each controlled minor approach, controlled minor lane group, and controlled major-street movement (and for the overall intersection at all-way stop controlled intersections. Additional v/c ratio criteria apply to lane group or movement LOS only). **Table 2** outlines the current HCM 6<sup>th</sup> Edition LOS criteria for signalized and stop-controlled intersections based on these methodologies.



**Figure 4:** 2027 Without-Project PM Peak Hour Traffic Volumes





**Figure 5:** 2027 With-Project PM Peak Hour Traffic Volumes



**Table 2**  
**LOS Criteria for Signalized and Stop-Controlled Intersections**

<u>SIGNALIZED INTERSECTIONS <sup>1</sup></u>			<u>STOP-CONTROLLED INTERSECTIONS <sup>1</sup></u>		
Control Delay (sec/veh)	<u>LOS by Volume-to Capacity (V/C) Ratio<sup>2</sup></u>		Control Delay (sec/veh)	<u>LOS by Volume-to Capacity (V/C) Ratio<sup>3</sup></u>	
	≤ 1.0	> 1.0		≤ 1.0	> 1.0
≤ 10	A	F	≤ 10	A	F
> 10 to ≤ 20	B	F	> 10 to ≤ 15	B	F
> 20 to ≤ 35	C	F	> 15 to ≤ 25	C	F
> 35 to ≤ 55	D	F	> 25 to ≤ 35	D	F
> 55 to ≤ 80	E	F	> 35 to ≤ 50	E	F
> 80	F	F	> 50	F	F

<sup>1</sup> Source: Highway Capacity Manual (6<sup>th</sup> Edition), Transportation Research Board, 2016.

<sup>2</sup> For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.

<sup>3</sup> For two-way stop controlled intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop controlled intersections. For approach-based and intersection-wide assessments at all-way stop controlled intersections, LOS is solely defined by control delay.

Level of service calculations for intersections were based on methodology and procedures outlined in the latest *Highway Capacity Manual (6<sup>th</sup> Edition)* using *Synchro 10.1* traffic analysis software. Signal timing used in the 2027 analysis was optimized.

The 2027 weekday PM peak hour LOS results at the study intersections without and with the proposed Pine Forest development are summarized in **Table 3**. The LOS worksheets are included in **Appendix C**.

**Table 3**  
**2027 Weekday PM Peak Hour Level of Service Summary**

Study Intersection	<u>2027 Without-Project</u>		<u>2027 With-Project</u>	
	LOS <sup>1</sup>	Delay (sec/veh) <sup>2</sup>	LOS <sup>1</sup>	Delay (sec/veh) <sup>2</sup>
<u>Signalized Intersections</u>				
1. 120 <sup>th</sup> Ave NE / NE Spring Blvd	D	40.6	D	43.6
2. 120 <sup>th</sup> Ave NE / NE 12 <sup>th</sup> St	E	69.5	E	77.4
3. 120 <sup>th</sup> Ave NE / Pine Forest-Spring District Access	B	19.1	C	24.2
<u>Stop Controlled Intersections</u>				
4. NE Spring Blvd / Site Access				
NB Right (exiting)	NA	NA	B	11.6
5. NE 12 <sup>th</sup> St / Site Access				
SB Right (exiting)	B	11.3	B	13.7

1. LOS = Level of Service

2. Delay refers to average control delay for the entire intersection, expressed in seconds per vehicle.

As shown in **Table 3**, the study intersections are expected to operate at LOE E or better during the PM peak hour in 2027 without or with the proposed project. The site access locations (study intersections #4 and #5) are both expected to operate at LOS B during the weekday PM peak hour in 2027 with the Pine Forest project.

## Vehicle Queuing

PM peak hour queuing was evaluated at the study intersections for future 2027 conditions with the proposed project. Both average and 95<sup>th</sup> percentile queues were reported and are summarized in **Table 4**. The reported 95<sup>th</sup> percentile queues represent a condition that is exceeded only 5 percent of the time, and are based on the results of the Synchro analysis. The queue analysis worksheets are included in **Appendix D**.

**Table 4**  
**2027 Weekday PM Peak Hour Queues With-Project**

Intersection / Movement	Estimated Distance Between Intersections (ft) <sup>2</sup>	Vehicle Queue (ft) <sup>1</sup>	
		Average	95 <sup>th</sup> Percentile
<u>Signalized Intersections</u>			
1. 120 <sup>th</sup> Ave NE / NE Spring Blvd			
Eastbound Left	210'	150'	275'
Eastbound Thru	210'	125'	200'
Eastbound Shared Thru-Rt	210'	125'	200'
Westbound Left	-	75'	125'
Westbound Thru	-	225'	325'
Westbound Shared Thru-Rt	-	225'	325'
Northbound Left	475'	175'	300'
Northbound Thru	475'	150'	250'
Northbound Shared Thru-Rt	475'	150'	250'
Southbound Left	-	<25'	25'
Southbound Thru	-	300'	400'
Southbound Shared Thru-Rt	-	300'	400'
2. 120 <sup>th</sup> Ave NE / NE 12 <sup>th</sup> Street			
Eastbound Left	-	<25'	<25'
Eastbound Thru	-	375'	500'
Eastbound Shared Thru-Rt	-	375'	500'
Westbound Left	-	700'	925'
Westbound Thru	-	175'	275'
Westbound Shared Thru-Rt	-	175'	275'
Northbound Left	-	25'	75'
Northbound Thru	-	325'	425'
Northbound Shared Thru-Rt	-	325'	425'
Southbound Left	325'	50'	125'
Southbound Thru	325'	500'	650'
Southbound Shared Thru-Rt	325'	500'	650'

**Table 4 (continued)**  
**2027 Weekday PM Peak Hour Queues With-Project**

Intersection / Movement	Estimated Distance Between Intersections (ft) <sup>2</sup>	Vehicle Queue (ft) <sup>1</sup>	
		Average	95 <sup>th</sup> Percentile
3. 120 <sup>th</sup> Ave NE / Pine Forest-Spring District Access			
Eastbound Left	-	<25'	25'
Eastbound Shared Thru-Right	-	<25'	50'
Westbound Left	-	200'	400'
Westbound Shared Thru-Right	-	25'	150'
Northbound Left	325'	25'	75'
Northbound Thru	325'	125'	275'
Northbound Shared Thru-Rt	325'	125'	275'
Southbound Left	475'	100'	225'
Southbound Thru	475'	125'	225'
Southbound Shared Thru-Rt	475'	125'	225'
<u>Stop Controlled Intersections</u>			
4. NE Spring Blvd / Site Access			
Northbound Right (exiting)	-	NA <sup>3</sup>	<25'
5. NE 12 <sup>th</sup> St / Site Access			
Southbound Right (exiting)	-	NA <sup>3</sup>	25'

<sup>1</sup> <25' indicates a queue that is statistically less than 1 vehicle.

<sup>2</sup> Reported for approaches that could have potential impacts on site access operations (measured near curb to near curb from Pine Forest MDP preliminary site plan as of November 2017).

<sup>3</sup> Average queues not reported by Synchro at stop controlled intersections.

As shown in **Table 4**, vehicle queuing from the adjacent traffic signals may have an impact on operations of the site access locations during the PM peak hour in 2027. Queues with potential impacts to site access operations include:

- The eastbound left-turn queue from the 120<sup>th</sup> Ave NE/NE Spring Blvd intersection.
- The southbound through queues from the 120<sup>th</sup> Ave NE/NE 12<sup>th</sup> Street intersection.

Given the planned right-in/right-out restrictions at the proposed NE Spring Blvd site access, the anticipated eastbound queues on NE Spring Blvd are not expected to create safety concerns.

The Pine Forest preliminary site plan (**Figure 2**) illustrates approximately 325' distance between the signalized Pine Forest site access on 120<sup>th</sup> Ave NE and the 120<sup>th</sup> Ave NE/NE 12<sup>th</sup> Street signal. As shown in **Table 4**, the 2027 PM peak hour southbound thru queue at 120<sup>th</sup> Ave NE/NE 12<sup>th</sup> Street is anticipated to extend beyond the proposed Pine Forest access.

## MITIGATION

Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed. The site access locations are expected to operate at LOS D or better and the increase in delay as a result of the proposed project at adjacent signalized intersections is expected to be minimal.

# Appendix A

## Detailed Trip Generation Calculations

Trip Generation Summary: Weekday, Daily									
DAILY									
Land Use	Area	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Directional Split <sup>3</sup>		Trip Rate <sup>4</sup>	Trips Generated		
				In	Out		In	Out	Total
<u>Proposed Uses:</u>									
Office <sup>5</sup>	458,000	GFA	710	50%	50%	7.45	1,706	1,706	3,412
Residential Multi-Family	437	DU	220	50%	50%	4.99	1,090	1,091	2,181
Retail	6,000	GFA	820	50%	50%	42.70	128	128	256
Bellevue Trip Reduction (passby) <sup>6</sup>	34%						-43	-44	-87
							85	84	169
<b>Net Proposed Daily Trips =</b>							<b>2,881</b>	<b>2,881</b>	<b>5,762</b>
<u>Less Existing Uses: <sup>7</sup></u>									
Office <sup>5</sup>	209,251	GFA	710	50%	50%	7.45	-779	-780	-1,559
Warehouse	66,966	GFA	150	50%	50%	3.56	-119	-119	-238
<b>Net Existing Daily Trips =</b>							<b>-898</b>	<b>-899</b>	<b>-1,797</b>
<b>Net New Daily Trips =</b>							<b>1,983</b>	<b>1,982</b>	<b>3,965</b>
<b>Notes:</b>									
<sup>1</sup> DU = Dwelling Units, GFA = Gross Floor Area.									
<sup>2</sup> Land Use Code from ITE Trip Generation, 9th edition, 2012.									
<sup>3</sup> Entering/exiting splits are based on ITE Trip Generation, 9th Edition, 2012.									
<sup>4</sup> Daily trip rates are based on rates documented in ITE Trip Generation, 9th edition, 2012 with a 25% reduction factor for the proposed office and residential uses to reflect downtown.									
<sup>5</sup> Office trip rates are ITE rates adjusted for reductions based on the Impact Fee program (X 90%). This accounts for transit/carpool/walk/bike mode split and internal trips.									
<sup>6</sup> Daily Bellevue trip reductions are based on the Bellevue Impact Fee Program and account for passby trips for the associated use.									
<sup>7</sup> Existing uses provided by Burnstead in October 2013.									

## Pine Forest Properties MDP

### Trip Generation Summary - AM Peak Hour

Trip Generation Summary - AM Peak Hour									
AM PEAK HOUR									
Land Use	Area	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Directional Split <sup>3</sup>		Trip Rate <sup>4</sup>	Trips Generated		
				In	Out		In	Out	Total
<u>Proposed Uses:</u>									
Office <sup>5</sup>	458,000	GFA	710	88%	12%	1.05	423	58	481
Residential Multi-Family	437	DU	220	20%	80%	0.38	33	133	166
Retail	6,000	GFA	820	62%	38%	0.96	4	2	6
Bellevue Trip Reduction (passby) <sup>6</sup>	0%						0	0	0
							4	2	6
<b>Net Proposed AM Peak Hour Trips =</b>							<b>460</b>	<b>193</b>	<b>653</b>
<u>Less Existing Uses: <sup>7</sup></u>									
Office <sup>5</sup>	209,251	GFA	710	88%	12%	1.05	-194	-26	-220
Warehouse	66,966	GFA	150	79%	21%	0.30	-16	-4	-20
<b>Net Existing AM Peak Hour Trips =</b>							<b>-210</b>	<b>-30</b>	<b>-240</b>
<b>Net New AM Peak Hour Trips =</b>							<b>250</b>	<b>163</b>	<b>413</b>
<b>Notes:</b>									
<sup>1</sup> DU = Dwelling Units, GFA = Gross Floor Area.									
<sup>2</sup> Land Use Code from ITE Trip Generation, 9th edition, 2012.									
<sup>3</sup> Entering/exiting splits are based on ITE Trip Generation, 9th Edition, 2012.									
<sup>4</sup> AM trip rates are based on rates documented in ITE Trip Generation, 9th edition, 2012 with a 25% reduction factor for the proposed office and residential uses to reflect downtown conditions.									
<sup>5</sup> Office trip rates are ITE rates adjusted for reductions based on the Impact Fee program (X 90%). This accounts for transit/carpool/walk/bike mode split and internal trips.									
<sup>6</sup> No AM peak hour Bellevue trip reductions for passby trips were assumed as a conservative measure.									
<sup>7</sup> Existing uses provided by Burnstead in October 2013.									

## Pine Forest Properties MDP

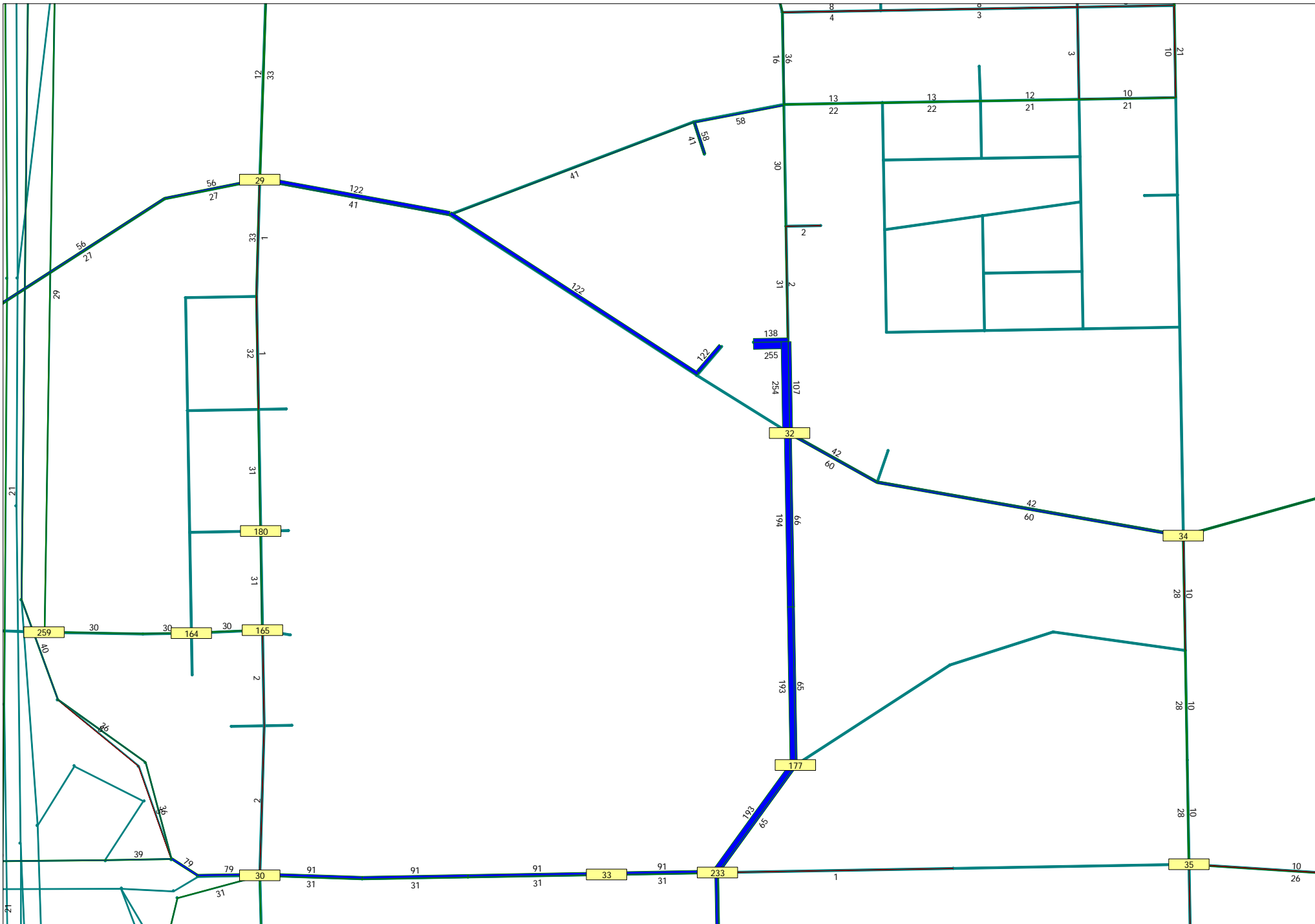
### Trip Generation Summary - PM Peak Hour

PM PEAK HOUR									
Land Use	Area	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Directional Split <sup>3</sup>		Trip Rate <sup>4</sup>	Trips Generated		
				In	Out		In	Out	Total
<u>Proposed Uses:</u>									
Office	458,000	GFA	710	17%	83%	1.01	79	384	463
Residential Multi-Family	437	DU	220-232	65%	35%	0.41	116	63	179
Retail	6,000	GFA	814/820	48%	52%	3.71	11	11	22
Bellevue Trip Reduction (passby) <sup>5</sup>	34%						-3	-4	-7
							8	7	15
<b>Net Proposed PM Peak Hour Trips =</b>							<b>203</b>	<b>454</b>	<b>657</b>
<u>Less Existing Uses:</u> <sup>6</sup>									
Office	209,251	GFA	710	17%	83%	1.01	-36	-175	-211
Warehouse	66,966	GFA	150	25%	75%	0.32	-5	-16	-21
<b>Net Existing PM Peak Hour Trips =</b>							<b>-41</b>	<b>-191</b>	<b>-232</b>
<b>Net New PM Peak Hour Trips =</b>							<b>162</b>	<b>263</b>	<b>425</b>
<b>Notes:</b>									
<sup>1</sup> DU = Dwelling Units, GFA = Gross Floor Area.									
<sup>2</sup> Land Use Code from ITE Trip Generation, 9th edition, 2012.									
<sup>3</sup> Entering/exiting splits are based on ITE Trip Generation, 9th Edition, 2012.									
<sup>4</sup> PM peak hour trip rates are based on downtown rates from the City of Bellevue Impact Fee Program, 2015 update.									
<sup>5</sup> PM peak hour Bellevue trip reductions are based on the Bellevue Impact Fee Program and account for passby trips for the associated use.									
<sup>6</sup> Existing uses provided by Burnstead in October 2013.									

# Appendix B

City of Bellevue Model Trip Assignment

## Attachment 2 - PMPK Total Site Traffic Volumes




# Appendix C

Level of Service (LOS) Worksheets

Future 2027 Without-Project

Lanes, Volumes, Timings  
1: 120th Avenue NE & NE Spring Blvd

11/13/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	269	138	127	466	47	292	530	104	11	379	523
Future Volume (vph)	231	269	138	127	466	47	292	530	104	11	379	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1527			458			649			359	
Travel Time (s)		34.7			10.4			14.8			8.2	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	29.0		12.0	29.0		12.0	29.0		12.0	29.0	
Total Split (s)	25.0	40.0		15.0	30.0		31.0	68.0		12.0	49.0	
Total Split (%)	18.5%	29.6%		11.1%	22.2%		23.0%	50.4%		8.9%	36.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	

Intersection Summary

Area Type: Other

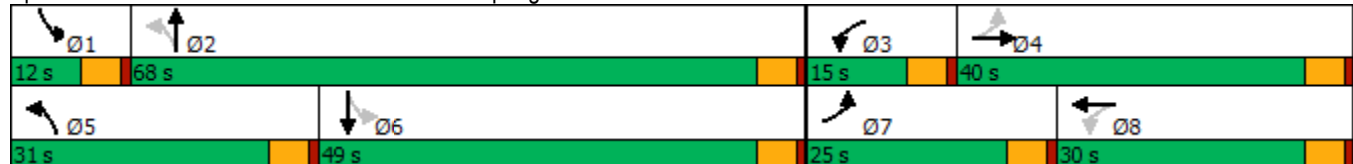
Cycle Length: 135

Actuated Cycle Length: 113.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated





















Splits and Phases: 1: 120th Avenue NE & NE Spring Blvd



# HCM 6th Signalized Intersection Summary

## 1: 120th Avenue NE & NE Spring Blvd





















11/13/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	269	138	127	466	47	292	530	104	11	379	523
Future Volume (veh/h)	231	269	138	127	466	47	292	530	104	11	379	523
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	283	145	134	491	49	307	558	109	12	399	551
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	540	268	315	613	61	337	1468	286	379	656	576
Arrive On Green	0.12	0.24	0.24	0.08	0.19	0.19	0.15	0.50	0.50	0.02	0.37	0.37
Sat Flow, veh/h	1781	2278	1131	1781	3253	323	1781	2959	576	1781	1777	1559
Grp Volume(v), veh/h	243	219	209	134	267	273	307	334	333	12	399	551
Grp Sat Flow(s),veh/h/ln	1781	1777	1632	1781	1777	1800	1781	1777	1758	1781	1777	1559
Q Serve(g_s), s	12.3	12.5	13.1	7.0	16.8	16.9	14.7	13.6	13.7	0.5	21.3	40.2
Cycle Q Clear(g_c), s	12.3	12.5	13.1	7.0	16.8	16.9	14.7	13.6	13.7	0.5	21.3	40.2
Prop In Lane	1.00		0.69	1.00		0.18	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	321	421	387	315	335	339	337	882	872	379	656	576
V/C Ratio(X)	0.76	0.52	0.54	0.43	0.80	0.80	0.91	0.38	0.38	0.03	0.61	0.96
Avail Cap(c_a), veh/h	405	533	490	332	381	386	474	960	950	451	670	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	38.7	38.9	34.4	45.2	45.2	33.3	18.2	18.3	21.9	29.9	35.8
Incr Delay (d2), s/veh	4.5	0.4	0.4	0.3	8.7	9.1	14.4	0.1	0.1	0.0	1.1	26.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	5.5	5.3	3.1	8.2	8.4	10.0	5.6	5.5	0.2	9.2	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	39.1	39.4	34.7	53.9	54.3	47.7	18.3	18.4	21.9	31.0	61.9
LnGrp LOS	D	D	D	C	D	D	D	B	B	C	C	E
Approach Vol, veh/h		671			674			974			962	
Approach Delay, s/veh		38.4			50.3			27.6			48.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	62.9	13.9	32.6	22.0	48.1	19.5	27.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	63.0	10.0	35.0	26.0	44.0	20.0	25.0				
Max Q Clear Time (g_c+I1), s	2.5	15.7	9.0	15.1	16.7	42.2	14.3	18.9				
Green Ext Time (p_c), s	0.0	2.9	0.0	1.7	0.3	0.9	0.2	1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.6									
HCM 6th LOS			D									

# Lanes, Volumes, Timings

## 2: 120th Avenue NE & NE 12th Street

11/13/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	675	22	693	671	9	26	465	273	62	830	2
Future Volume (vph)	9	675	22	693	671	9	26	465	273	62	830	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	170		0	205		0	205		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			1005			988			766	
Travel Time (s)		11.0			22.8			22.5			17.4	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.1	30.1		11.1	27.1		11.4	28.0		11.4	30.0	
Total Split (s)	11.1	32.0		53.0	73.9		11.4	38.6		11.4	38.6	
Total Split (%)	8.2%	23.7%		39.3%	54.7%		8.4%	28.6%		8.4%	28.6%	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.0		1.4	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		5.4	5.0		5.4	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	

### Intersection Summary

Area Type: Other









Cycle Length: 135

Actuated Cycle Length: 132.6

Natural Cycle: 135

Control Type: Actuated-Uncoordinated





















Splits and Phases: 2: 120th Avenue NE & NE 12th Street

			
Ø1	Ø2	Ø3	Ø4
11.4 s	38.6 s	53 s	32 s
			
Ø5	Ø6	Ø7	Ø8
11.4 s	38.6 s	11.1 s	73.9 s

# HCM 6th Signalized Intersection Summary

## 2: 120th Avenue NE & NE 12th Street

11/13/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	675	22	693	671	9	26	465	273	62	830	2
Future Volume (veh/h)	9	675	22	693	671	9	26	465	273	62	830	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	711	23	729	706	9	27	489	287	65	874	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	706	23	692	1964	25	115	525	307	141	918	
Arrive On Green	0.01	0.20	0.20	0.36	0.55	0.55	0.03	0.25	0.25	0.04	0.26	0.00
Sat Flow, veh/h	1781	3509	113	1781	3593	46	1781	2137	1248	1781	3647	0
Grp Volume(v), veh/h	9	360	374	729	349	366	27	406	370	65	874	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1846	1781	1777	1862	1781	1777	1609	1781	1777	0
Q Serve(g_s), s	0.5	26.9	26.9	47.9	14.8	14.8	1.5	29.9	30.1	3.6	32.4	0.0
Cycle Q Clear(g_c), s	0.5	26.9	26.9	47.9	14.8	14.8	1.5	29.9	30.1	3.6	32.4	0.0
Prop In Lane	1.00		0.06	1.00		0.02	1.00		0.78	1.00		0.00
Lane Grp Cap(c), veh/h	223	357	371	692	971	1017	115	437	395	141	918	
V/C Ratio(X)	0.04	1.01	1.01	1.05	0.36	0.36	0.24	0.93	0.94	0.46	0.95	
Avail Cap(c_a), veh/h	280	357	371	692	971	1017	144	446	404	148	918	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.5	53.4	53.4	36.6	17.1	17.1	39.4	49.3	49.4	39.1	48.8	0.0
Incr Delay (d2), s/veh	0.1	49.3	48.6	49.2	0.2	0.2	1.0	25.8	28.7	2.3	19.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	16.9	17.5	31.9	6.1	6.4	0.7	16.4	15.2	1.7	16.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	102.8	102.1	85.8	17.3	17.3	40.5	75.1	78.1	41.4	68.0	0.0
LnGrp LOS	D	F	F	F	B	B	D	E	E	D	E	
Approach Vol, veh/h		743			1444			803			939	A
Approach Delay, s/veh		101.7			51.9			75.4			66.1	
Approach LOS		F			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	37.9	53.0	32.0	9.2	39.5	6.8	78.2				
Change Period (Y+Rc), s	* 5.4	5.0	5.1	5.1	* 5.4	5.0	5.1	5.1				
Max Green Setting (Gmax), s	* 6	33.6	47.9	26.9	* 6	33.6	6.0	68.8				
Max Q Clear Time (g_c+I1), s	5.6	32.1	49.9	28.9	3.5	34.4	2.5	16.8				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	5.2				

### Intersection Summary

HCM 6th Ctrl Delay	69.5
HCM 6th LOS	E

### Notes






















\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

# Lanes, Volumes, Timings

## 3: 120th Avenue NE & Pine Forest Access/Spring District Access

11/13/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	114	372	0	541	28	360	95	231	408	7
Future Volume (vph)	25	1	114	372	0	541	28	360	95	231	408	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		390			382			766			649	
Travel Time (s)		10.6			10.4			17.4			14.8	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		12.0	23.0		12.0	23.0	
Total Split (s)	71.0	71.0		71.0	71.0		12.0	35.0		29.0	52.0	
Total Split (%)	52.6%	52.6%		52.6%	52.6%		8.9%	25.9%		21.5%	38.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	

### Intersection Summary

Area Type: Other







Cycle Length: 135

Actuated Cycle Length: 82.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated






















Splits and Phases: 3: 120th Avenue NE & Pine Forest Access/Spring District Access

 Ø1	 Ø2	 Ø4
29 s	35 s	71 s
 Ø5	 Ø6	 Ø8
12 s	52 s	71 s

# HCM 6th Signalized Intersection Summary

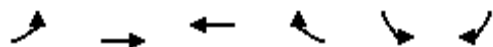
## 3: 120th Avenue NE & Pine Forest Access/Spring District Access

11/13/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1	114	372	0	541	28	360	95	231	408	7
Future Volume (veh/h)	25	1	114	372	0	541	28	360	95	231	408	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	0.97		0.95	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1	120	392	0	569	29	379	100	243	429	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	6	661	585	0	665	378	580	151	422	1070	17
Arrive On Green	0.43	0.43	0.43	0.43	0.00	0.43	0.04	0.21	0.21	0.13	0.30	0.30
Sat Flow, veh/h	841	13	1552	1257	0	1563	1781	2759	717	1781	3576	58
Grp Volume(v), veh/h	26	0	121	392	0	569	29	242	237	243	213	223
Grp Sat Flow(s),veh/h/ln	841	0	1565	1257	0	1563	1781	1777	1699	1781	1777	1857
Q Serve(g_s), s	1.9	0.0	3.1	18.3	0.0	21.3	0.8	8.1	8.3	6.4	6.2	6.2
Cycle Q Clear(g_c), s	23.2	0.0	3.1	21.4	0.0	21.3	0.8	8.1	8.3	6.4	6.2	6.2
Prop In Lane	1.00		0.99	1.00		1.00	1.00		0.42	1.00		0.03
Lane Grp Cap(c), veh/h	193	0	666	585	0	665	378	374	357	422	531	556
V/C Ratio(X)	0.14	0.00	0.18	0.67	0.00	0.86	0.08	0.65	0.66	0.58	0.40	0.40
Avail Cap(c_a), veh/h	690	0	1592	1329	0	1590	492	822	786	844	1287	1346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	11.6	18.3	0.0	16.8	18.3	23.4	23.5	15.8	18.1	18.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	1.3	0.0	0.7	0.8	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.0	4.9	0.0	7.1	0.3	3.3	3.2	2.4	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	11.6	18.8	0.0	18.1	18.4	24.1	24.3	16.3	18.3	18.3
LnGrp LOS	C	A	B	B	A	B	B	C	C	B	B	B
Approach Vol, veh/h		147			961			508			679	
Approach Delay, s/veh		14.4			18.4			23.9			17.6	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	18.6		32.6	7.8	24.4		32.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	24.0	30.0		66.0	7.0	47.0		66.0				
Max Q Clear Time (g_c+I1), s	8.4	10.3		25.2	2.8	8.2		23.4				
Green Ext Time (p_c), s	0.3	1.8		0.7	0.0	1.7		4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.1								
HCM 6th LOS				B								

# Lanes, Volumes, Timings 5: NE 12th Street & Pine Forest Access

11/13/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (vph)	0	706	693	6	0	51
Future Volume (vph)	0	706	693	6	0	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		25	
Link Distance (ft)		479	483		203	
Travel Time (s)		10.9	11.0		5.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

## Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC  
5: NE 12th Street & Pine Forest Access

11/13/2017

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	706	693	6	0	51
Future Vol, veh/h	0	706	693	6	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	743	729	6	0	54

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-





















Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	629
HCM Lane V/C Ratio	-	-	-	0.085
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Future 2027 With-Project

Lanes, Volumes, Timings  
1: 120th Avenue NE & NE Spring Blvd

11/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	280	138	139	466	47	292	532	107	11	393	523
Future Volume (vph)	250	280	138	139	466	47	292	532	107	11	393	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		576			458			649			359	
Travel Time (s)		13.1			10.4			14.8			8.2	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	29.0		12.0	29.0		12.0	29.0		12.0	29.0	
Total Split (s)	27.0	40.0		17.0	30.0		31.0	66.0		12.0	47.0	
Total Split (%)	20.0%	29.6%		12.6%	22.2%		23.0%	48.9%		8.9%	34.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	

Intersection Summary

Area Type: Other

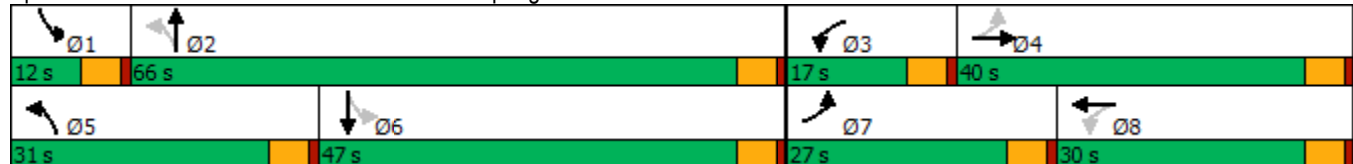
Cycle Length: 135

Actuated Cycle Length: 116

Natural Cycle: 85

Control Type: Actuated-Uncoordinated





















Splits and Phases: 1: 120th Avenue NE & NE Spring Blvd



# HCM 6th Signalized Intersection Summary





















## 1: 120th Avenue NE & NE Spring Blvd

11/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	280	138	139	466	47	292	532	107	11	393	523
Future Volume (veh/h)	250	280	138	139	466	47	292	532	107	11	393	523
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	295	145	146	491	49	307	560	113	12	414	551
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	553	264	323	610	61	336	1441	290	366	633	555
Arrive On Green	0.13	0.24	0.24	0.08	0.19	0.19	0.15	0.49	0.49	0.02	0.36	0.36
Sat Flow, veh/h	1781	2311	1104	1781	3253	323	1781	2941	591	1781	1777	1558
Grp Volume(v), veh/h	263	225	215	146	267	273	307	338	335	12	414	551
Grp Sat Flow(s),veh/h/ln	1781	1777	1638	1781	1777	1800	1781	1777	1755	1781	1777	1558
Q Serve(g_s), s	13.5	13.0	13.6	7.7	17.0	17.1	15.7	14.1	14.2	0.5	23.0	41.5
Cycle Q Clear(g_c), s	13.5	13.0	13.6	7.7	17.0	17.1	15.7	14.1	14.2	0.5	23.0	41.5
Prop In Lane	1.00		0.67	1.00		0.18	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	335	425	392	323	333	337	336	871	860	366	633	555
V/C Ratio(X)	0.78	0.53	0.55	0.45	0.80	0.81	0.91	0.39	0.39	0.03	0.65	0.99
Avail Cap(c_a), veh/h	430	528	487	359	377	382	457	920	909	438	633	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	39.1	39.3	34.5	45.8	45.8	35.7	18.9	18.9	23.1	31.8	37.8
Incr Delay (d2), s/veh	5.3	0.4	0.4	0.4	9.2	9.6	16.0	0.1	0.1	0.0	1.9	36.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	5.7	5.5	3.4	8.3	8.5	6.2	5.8	5.7	0.2	10.1	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	39.4	39.7	34.9	55.0	55.5	51.7	19.0	19.1	23.1	33.7	73.8
LnGrp LOS	D	D	D	C	E	E	D	B	B	C	C	E
Approach Vol, veh/h		703			686			980			977	
Approach Delay, s/veh		38.9			50.9			29.3			56.2	
Approach LOS		D			D			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	62.7	14.6	33.2	23.0	47.0	20.7	27.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	61.0	12.0	35.0	26.0	42.0	22.0	25.0				
Max Q Clear Time (g_c+I1), s	2.5	16.2	9.7	15.6	17.7	43.5	15.5	19.1				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.7	0.3	0.0	0.2	1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			43.6									
HCM 6th LOS			D									

Lanes, Volumes, Timings  
2: 120th Avenue NE & NE 12th Street

11/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	675	22	693	693	25	59	492	273	98	945	2
Future Volume (vph)	5	675	22	693	693	25	59	492	273	98	945	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	170		0	205		0	205		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			1005			988			766	
Travel Time (s)		11.0			22.8			22.5			17.4	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	8.0		6.0	8.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.1	30.1		11.1	27.1		11.4	28.0		11.4	30.0	
Total Split (s)	11.1	31.4		51.2	71.5		11.4	40.8		11.6	41.0	
Total Split (%)	8.2%	23.3%		37.9%	53.0%		8.4%	30.2%		8.6%	30.4%	
Yellow Time (s)	4.1	4.1		4.1	4.1		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.0		1.4	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.1	5.1		5.1	5.1		5.4	5.0		5.4	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	

Intersection Summary

Area Type: Other









Cycle Length: 135

Actuated Cycle Length: 133.4

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: 120th Avenue NE & NE 12th Street

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	40.8 s	51.2 s	31.4 s
 Ø5	 Ø6	 Ø7	 Ø8
11.4 s	41 s	11.1 s	71.5 s

# HCM 6th Signalized Intersection Summary

## 2: 120th Avenue NE & NE 12th Street

11/16/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	675	22	693	693	25	59	492	273	98	945	2
Future Volume (veh/h)	5	675	22	693	693	25	59	492	273	98	945	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	711	23	729	729	26	62	518	287	103	995	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	687	22	665	1858	66	125	573	317	157	952	
Arrive On Green	0.01	0.20	0.20	0.34	0.53	0.53	0.04	0.26	0.26	0.05	0.27	0.00
Sat Flow, veh/h	1781	3509	113	1781	3498	125	1781	2188	1208	1781	3647	0
Grp Volume(v), veh/h	5	360	374	729	370	385	62	420	385	103	995	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1846	1781	1777	1846	1781	1777	1619	1781	1777	0
Q Serve(g_s), s	0.3	26.3	26.3	46.1	16.6	16.6	3.4	30.7	30.9	5.7	36.0	0.0
Cycle Q Clear(g_c), s	0.3	26.3	26.3	46.1	16.6	16.6	3.4	30.7	30.9	5.7	36.0	0.0
Prop In Lane	1.00		0.06	1.00		0.07	1.00		0.75	1.00		0.00
Lane Grp Cap(c), veh/h	204	348	361	665	944	980	125	465	424	157	952	
V/C Ratio(X)	0.02	1.04	1.04	1.10	0.39	0.39	0.50	0.90	0.91	0.65	1.05	
Avail Cap(c_a), veh/h	270	348	361	665	944	980	133	473	431	157	952	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.8	54.1	54.1	37.5	18.7	18.7	38.5	48.0	48.0	38.3	49.2	0.0
Incr Delay (d2), s/veh	0.0	57.6	57.0	64.4	0.3	0.3	3.0	20.3	22.4	9.4	41.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	17.3	17.9	33.7	6.9	7.2	1.6	16.2	15.1	2.9	21.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	111.7	111.0	101.9	18.9	18.9	41.5	68.2	70.4	47.7	90.9	0.0
LnGrp LOS	D	F	F	F	B	B	D	E	E	D	F	
Approach Vol, veh/h		739			1484			867			1098	A
Approach Delay, s/veh		110.9			59.7			67.3			86.9	
Approach LOS		F			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	40.2	51.2	31.4	10.8	41.0	6.1	76.5				
Change Period (Y+Rc), s	* 5.4	5.0	5.1	5.1	* 5.4	5.0	5.1	5.1				
Max Green Setting (Gmax), s	* 6.2	35.8	46.1	26.3	* 6	36.0	6.0	66.4				
Max Q Clear Time (g_c+I1), s	7.7	32.9	48.1	28.3	5.4	38.0	2.3	18.6				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	0.0	0.0	5.6				

### Intersection Summary

HCM 6th Ctrl Delay	77.4
HCM 6th LOS	E

### Notes






















\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

# Lanes, Volumes, Timings

## 3: 120th Avenue NE & Pine Forest Access/Spring District Access

11/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	2	267	372	0	541	68	359	95	231	406	35
Future Volume (vph)	32	2	267	372	0	541	68	359	95	231	406	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		390			382			766			649	
Travel Time (s)		10.6			10.4			17.4			14.8	
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		12.0	23.0		12.0	23.0	
Total Split (s)	78.0	78.0		78.0	78.0		12.0	31.0		26.0	45.0	
Total Split (%)	57.8%	57.8%		57.8%	57.8%		8.9%	23.0%		19.3%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	

### Intersection Summary

Area Type: Other

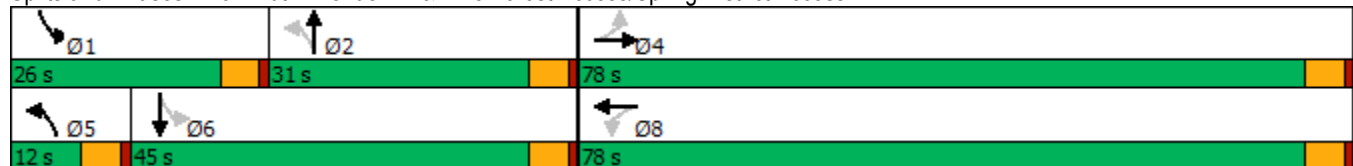
Cycle Length: 135

Actuated Cycle Length: 95.2

Natural Cycle: 70

Control Type: Actuated-Uncoordinated






















Splits and Phases: 3: 120th Avenue NE & Pine Forest Access/Spring District Access



# HCM 6th Signalized Intersection Summary












## 3: 120th Avenue NE & Pine Forest Access/Spring District Access

11/16/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	2	267	372	0	541	68	359	95	231	406	35
Future Volume (veh/h)	32	2	267	372	0	541	68	359	95	231	406	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.95	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	2	281	392	0	569	72	378	100	243	427	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	6	801	528	0	806	322	502	131	360	813	70
Arrive On Green	0.51	0.51	0.51	0.51	0.00	0.51	0.07	0.18	0.18	0.13	0.25	0.25
Sat Flow, veh/h	843	11	1557	1091	0	1567	1781	2753	717	1781	3298	284
Grp Volume(v), veh/h	34	0	283	392	0	569	72	242	236	243	229	235
Grp Sat Flow(s),veh/h/ln	843	0	1568	1091	0	1567	1781	1777	1692	1781	1777	1805
Q Serve(g_s), s	2.8	0.0	9.3	28.9	0.0	24.1	2.8	11.2	11.5	9.1	9.7	9.8
Cycle Q Clear(g_c), s	26.8	0.0	9.3	38.2	0.0	24.1	2.8	11.2	11.5	9.1	9.7	9.8
Prop In Lane	1.00		0.99	1.00		1.00	1.00		0.42	1.00		0.16
Lane Grp Cap(c), veh/h	283	0	807	528	0	806	322	324	309	360	438	445
V/C Ratio(X)	0.12	0.00	0.35	0.74	0.00	0.71	0.22	0.75	0.77	0.67	0.52	0.53
Avail Cap(c_a), veh/h	557	0	1317	882	0	1316	347	532	506	558	818	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	12.5	23.8	0.0	16.1	25.7	33.6	33.8	23.6	28.3	28.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.8	0.0	0.4	0.1	1.3	1.5	0.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.1	7.2	0.0	8.2	1.2	4.8	4.8	3.8	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	12.6	24.6	0.0	16.5	25.8	34.9	35.3	24.5	28.7	28.7
LnGrp LOS	C	A	B	C	A	B	C	C	D	C	C	C
Approach Vol, veh/h		317			961			550			707	
Approach Delay, s/veh		14.1			19.8			33.9			27.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	20.8		49.7	10.8	26.4		49.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	21.0	26.0		73.0	7.0	40.0		73.0				
Max Q Clear Time (g_c+I1), s	11.1	13.5		28.8	4.8	11.8		40.2				
Green Ext Time (p_c), s	0.3	1.6		1.6	0.0	1.8		4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									

# Lanes, Volumes, Timings 4: Pine Forest Access & NE Spring Blvd

11/16/2017

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 		
Traffic Volume (vph)	638	42	0	1281	0	30
Future Volume (vph)	638	42	0	1281	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	25	
Link Distance (ft)	951			576	218	
Travel Time (s)	21.6			13.1	5.9	
Confl. Peds. (#/hr)		20				20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

HCM 6th TWSC  
4: Pine Forest Access & NE Spring Blvd

11/16/2017

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	638	42	0	1281	0	30
Future Vol, veh/h	638	42	0	1281	0	30
Conflicting Peds, #/hr	0	20	0	0	0	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	672	44	0	1348	0	32

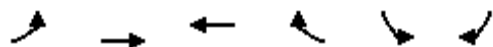
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 398
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 601
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 578
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	578	-	-	-
HCM Lane V/C Ratio	0.055	-	-	-
HCM Control Delay (s)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

# Lanes, Volumes, Timings 5: NE 12th Street & Pine Forest Access

11/16/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Volume (vph)	0	702	693	61	0	127
Future Volume (vph)	0	702	693	61	0	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		25	
Link Distance (ft)		479	483		203	
Travel Time (s)		10.9	11.0		5.5	
Confl. Peds. (#/hr)				20		20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

## Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC  
5: NE 12th Street & Pine Forest Access

11/16/2017

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	702	693	61	0	127
Future Vol, veh/h	0	702	693	61	0	127
Conflicting Peds, #/hr	0	0	0	20	0	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	739	729	64	0	134

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	546
HCM Lane V/C Ratio	-	-	-	0.245
HCM Control Delay (s)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

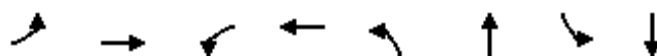
# Appendix D

## Queue Worksheets

## Queues

## 1: 120th Avenue NE &amp; NE Spring Blvd

11/16/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	263	440	146	540	307	673	12	965
v/c Ratio	0.76	0.50	0.45	0.84	0.76	0.40	0.04	0.89
Control Delay	44.6	35.2	31.8	60.1	43.3	20.4	16.8	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	35.2	31.8	60.1	43.3	20.4	16.8	40.9
Queue Length 50th (ft)	152	137	78	222	181	157	4	305
Queue Length 95th (ft)	#279	203	137	#321	#312	253	15	405
Internal Link Dist (ft)		496		378		569		279
Turn Bay Length (ft)	200		200		200		200	
Base Capacity (vph)	403	1085	356	786	466	1919	318	1352
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.41	0.41	0.69	0.66	0.35	0.04	0.71

## Intersection Summary

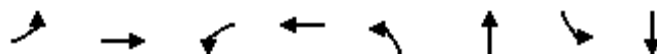
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

## 2: 120th Avenue NE &amp; NE 12th Street

11/16/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	5	734	729	755	62	805	103	997
v/c Ratio	0.02	1.06	1.10	0.38	0.47	0.90	0.76	1.02
Control Delay	20.2	100.9	101.7	17.5	41.6	56.7	67.1	82.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	100.9	101.7	17.5	41.6	56.7	67.1	82.5
Queue Length 50th (ft)	2	~374	~689	180	37	326	62	~503
Queue Length 95th (ft)	8	#504	#935	271	71	#417	#136	#638
Internal Link Dist (ft)		403		925		908		686
Turn Bay Length (ft)	190		170		205		205	
Base Capacity (vph)	212	695	661	1988	133	940	135	974
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.06	1.10	0.38	0.47	0.86	0.76	1.02

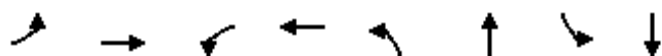
## Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

## Queues

## 3: 120th Avenue NE &amp; Pine Forest Access/Spring District Access

11/16/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	283	392	569	72	478	243	464
v/c Ratio	0.14	0.32	0.84	0.59	0.23	0.72	0.64	0.44
Control Delay	16.2	2.9	39.1	6.4	25.3	44.4	31.3	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	2.9	39.1	6.4	25.3	44.4	31.3	31.3
Queue Length 50th (ft)	10	1	189	36	26	134	98	119
Queue Length 95th (ft)	35	43	408	140	75	263	223	224
Internal Link Dist (ft)		310		302		686		569
Turn Bay Length (ft)	100		100		100		100	
Base Capacity (vph)	398	1247	761	1283	310	1030	503	1617
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.23	0.52	0.44	0.23	0.46	0.48	0.29
Intersection Summary								

HCM 6th TWSC  
4: Pine Forest Access & NE Spring Blvd

11/16/2017

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	638	42	0	1281	0	30
Future Vol, veh/h	638	42	0	1281	0	30
Conflicting Peds, #/hr	0	20	0	0	0	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	672	44	0	1348	0	32

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 398
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 601
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 578
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	578	-	-	-
HCM Lane V/C Ratio	0.055	-	-	-
HCM Control Delay (s)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 6th TWSC  
5: NE 12th Street & Pine Forest Access

11/16/2017

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	702	693	61	0	127
Future Vol, veh/h	0	702	693	61	0	127
Conflicting Peds, #/hr	0	0	0	20	0	20
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	739	729	64	0	134
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	437
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	567
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	546
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	546		
HCM Lane V/C Ratio	-	-	-	0.245		
HCM Control Delay (s)	-	-	-	13.7		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	1		



February 19, 2018

Harold Moniz

CollinsWoerman

After reviewing the site plan for the 1225 120<sup>th</sup> Avenue NE Project located In Bellevue Washington, I have no doubt that we will be able to service this location safely and efficiently based on the site plan\*. These locations will be the only service location of containers and should remain clear of all objects on the day it is serviced. Furthermore, all containers will be serviced on the private streets and not inside the building. All, enclosures will have outside access for Republic Services to use. Republic Services will only move regular standard containers. If customer choses to use front load compactor, the customer will be responsible to stage each containers for service. If any changes are made to the cited plan I request that those plans be shared with me for further review. Since we will be able to service this location without any containers placed in the public right of way, I readily approve the proposed disposal plan.

\*Project Name: 1225 120<sup>th</sup> Avenue NE

Plan reference: AP#0102192018 Dated and approved on 2/19/2018 <sup>copy included</sup>

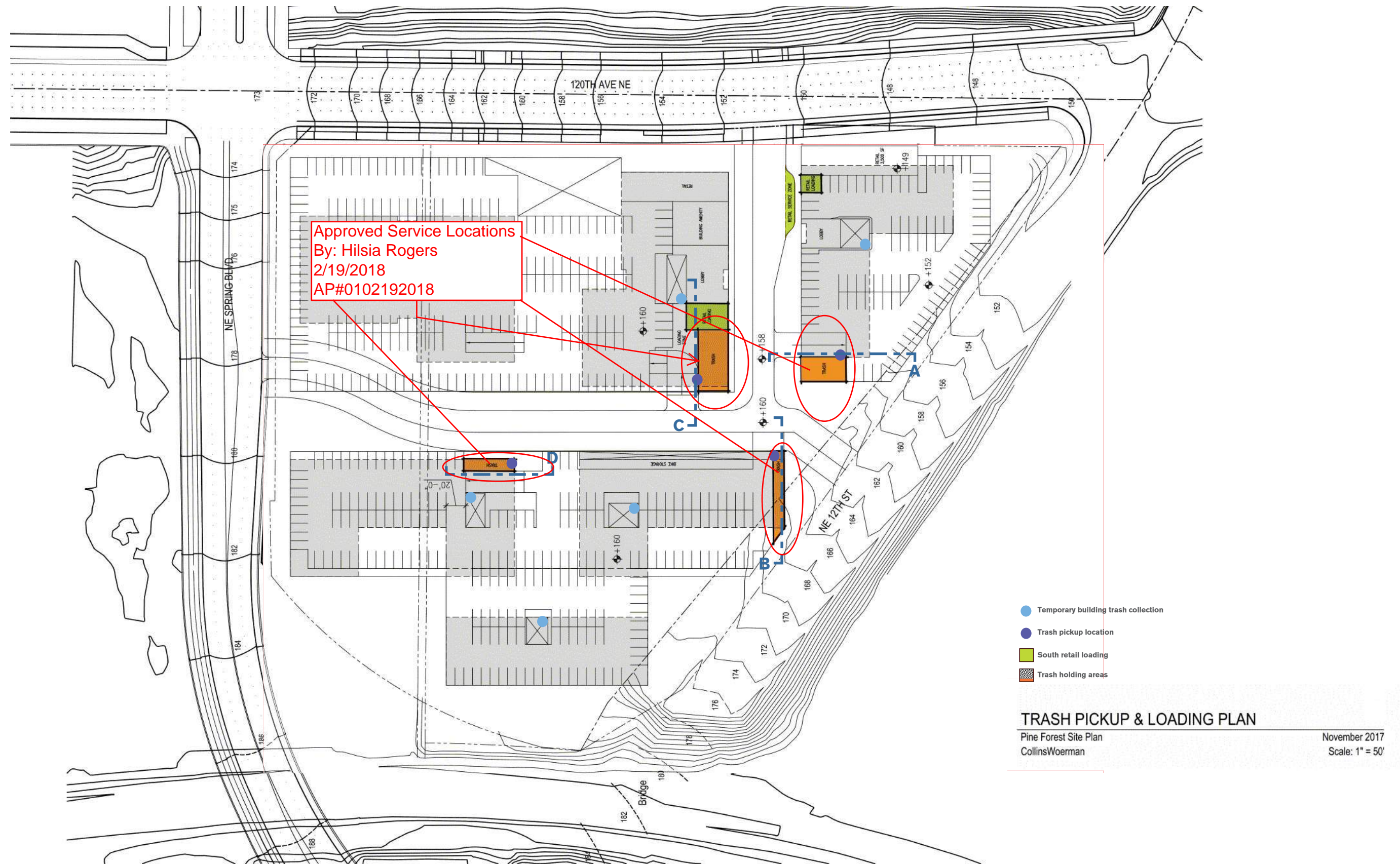
Best of luck with the project.

Hilsia Rogers  
Operations Supervisor

---

1600 127<sup>th</sup> AVE NE  
Bellevue WA 98005  
425-646-2447  
tgarcia@republicservices.com

# Trash Collection and Pickup Locations



Pickup location Section A



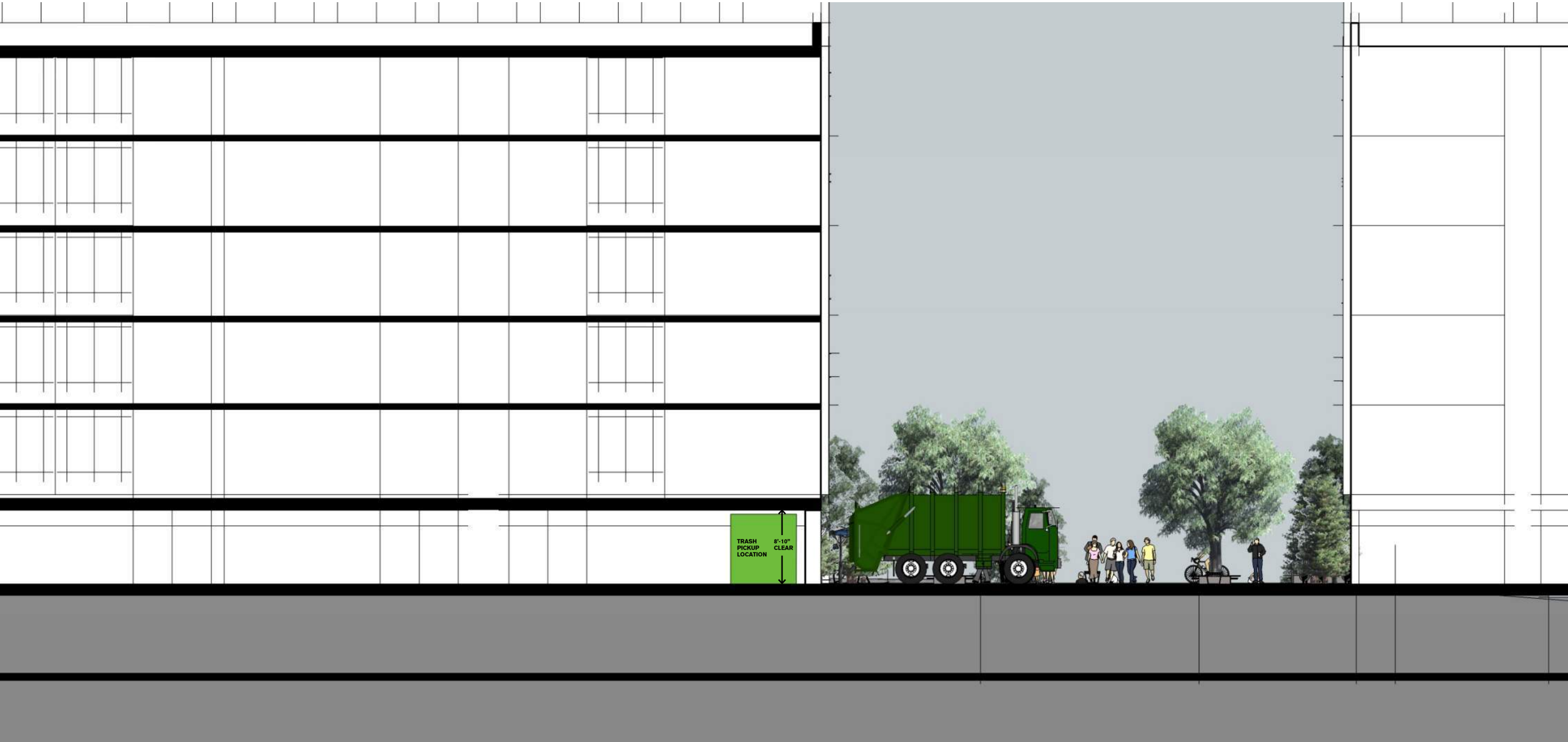
Pickup Location Section B



Pickup Location Section C



Pickup Location Section D





# City of Bellevue

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009

October 25, 2017

Ms. Tiffany Brown  
Director of Land Development  
Pine Forest Properties, Inc.  
11980 NE 24<sup>th</sup> Street, Suite 200  
Bellevue, WA 98005

**RE: Pine Forest Master Development Plan  
Project #: 13-113123-LP  
Amenity Fee-In-Lieu Vesting**

**SENT VIA EMAIL**

Dear Ms. Brown:

The City is in receipt of your letter, dated October 12, 2017, withdrawing the non-project SEPA application for the Development Agreement (#16-148666-LM) associated with your application for a Catalyst Master Development Plan (#13-113123-LP). By withdrawing the Development Agreement, your proposal for a Catalyst Master Development Plan (MDP) no longer meets the project criteria defined as "Catalyst", and will therefore be processed as a Master Development Plan, consistent with LUC 20.30V.

The LUC allows for the granting of a ten-year vesting period for MDP projects with defined phasing plans, pursuant to LUC 20.30V.130. The Director shall consider the following in granting a request for a ten-year vesting period for an MDP:

- The site and size – *Pine Forest is a large site with a sizable level of development planned for the site;*
- The size, scope and complexity of the project – *Pine Forest is a large complex project with multiple phases and requires coordination with the surrounding CIP projects;* and
- Construction and permitting activity in the vicinity of the project in determining the appropriate vesting period – *Pine Forest would be in a similar time frame with The Spring District MDP and the OMFE MDP, hence there is a consistency to allowing the MDP vesting extension of ten-years.*

As long as an adequate phasing plan is provided, which is comparable in nature to those provided in other adjacent MDP projects, there should be no impediments to allowing the extended 10-year vesting for the Pine Forest MDP proposal.

Additionally, the Pine Forest Master Development plan is subject to the Bel Red FAR Amenity Incentive System (LUC 20.25D.090) which permits a development to exceed the base FAR and base building height if it participates in the FAR Amenity Incentive System. LUC 20.25D.090.C.3 gives the Director the authority to annually administratively raise the amenity fee-in-lieu amounts. The current amenity fee-in-lieu amounts are as follows:

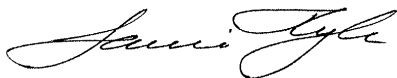
- Affordable Housing – Tier 1 residential \$18 per sf of bonus area, Tier 2 nonresidential \$15 per sf of bonus area
- Park Dedication - \$15 per sf of bonus area
- Park Improvements - \$15 per sf of bonus area
- Trail Dedications and Easements - \$15 per sf of bonus area
- Stream Restoration - \$15 per sf of bonus area
- Child Care/Non-Profit Space - \$15 per sf of bonus area

In the case of Pine Forest, where the application has been in review since 2013, the Director will maintain the current amenity fee-in-lieu amounts without applying any new consumer price index (CPI) increases. The Director will maintain these amounts so long as the project moves forward in a timely manner, and the MDP approval is published by June 2018.

It should be noted that at the request of City Council, City staff intends to start reviewing the Bel-Red Land Use Code (20.25D) in 2018, which will result in modifications to the Bel-Red code. Some of the modifications will likely include changes to the published square footage rates to better reflect the current cost of land in the Bel-Red Subarea. In the event this planning effort is completed prior to the issuance of the MDP, Pine Forest would need to pursue a special vesting provision to retain the existing rates. However, assuming the MDP is issued prior to any code changes, all subsequent phases will be vested to the fee-in-lieu rates as currently published.

If you have any questions regarding this letter, please do not hesitate to contact me at (425)-452-2728 or [ltyler@bellevuewa.gov](mailto:ltyler@bellevuewa.gov)

Sincerely,



Laurie Tyler  
Senior Planner

Cc: Elizabeth Stead, Land Use Director